

Navy News

SEPTEMBER 1997

70p



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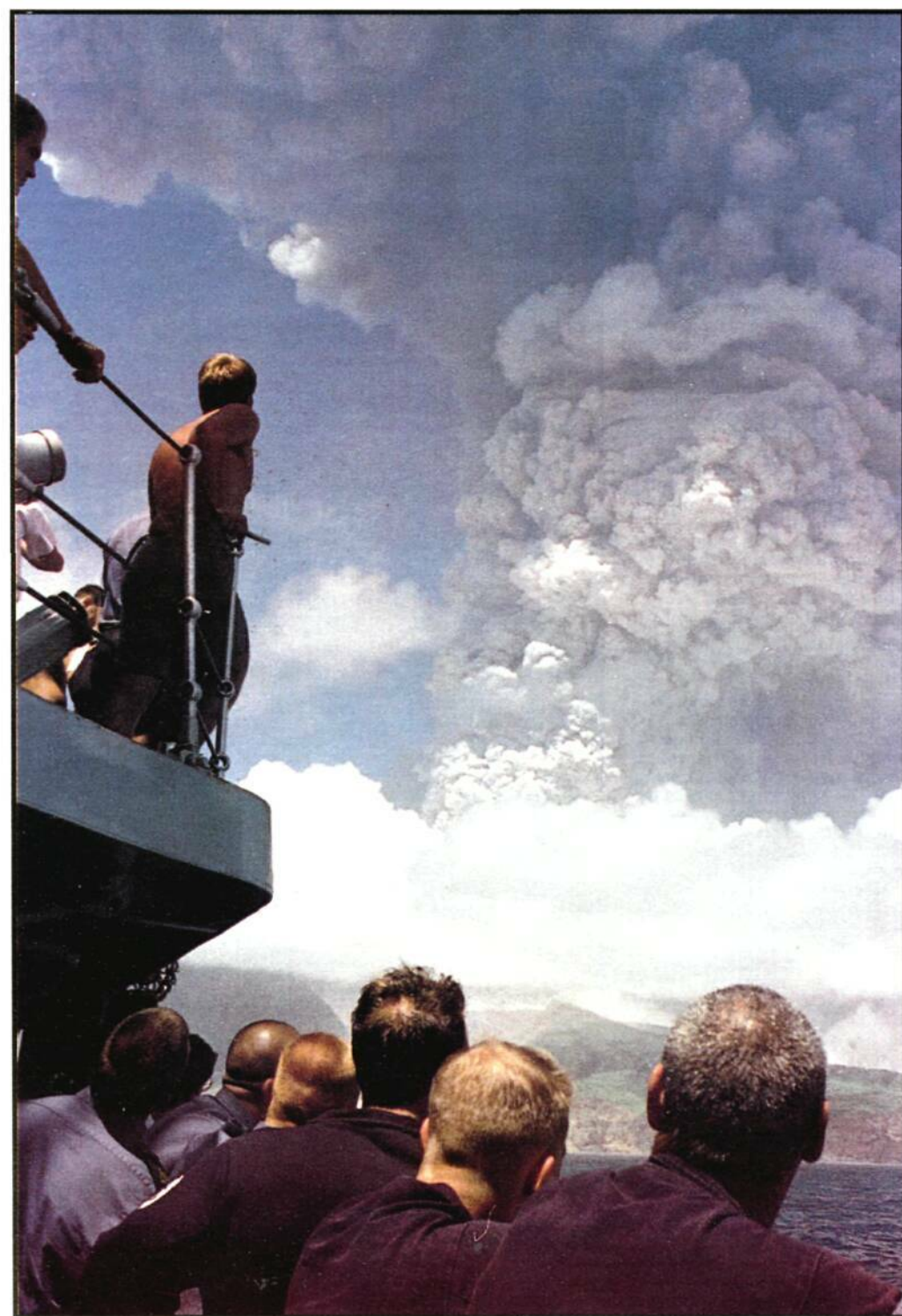
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● This dramatic picture taken from the deck of HMS Liverpool by LA(PHOT) Wolfie Wilkinson shows ash billowing 30,000ft into the air during one of the most violent eruptions of Montserrat's volcano so far.

THE TOWERING

INFERNO



AS VIOLENT explosions inside Montserrat's volcano continued to blast out super-heated ash and rock, HMS Liverpool was on the spot to begin the evacuation of up to 3,000 people writes *Dominic Blake*.

As Navy News went to press the ship was anchored in Little Bay in the north of the tiny Caribbean Island and teams were ashore to organise the exodus to nearby Antigua.

The explosions have been getting stronger and more regular, with the most powerful occurring at last light and soon after dawn. The former capital of Plymouth is in ruins.

Speaking by satellite telephone, HMS Liverpool's Lt Chris Carlisle said: "Scientists from the Montserrat Volcano Observatory have drawn up six scenarios, ranging from a Krakatoa-type explosion to the volcano remaining as it is, and they think what will happen falls somewhere in between."

"Areas which were thought to be safe have had to be evacuated and the number of people moving north has put pressure on the limited amount of shelter there."

"It has been decided that a partial evacuation must take place and we are sending teams ashore to call forward evacuees, log their details and ensure that they leave safely by ferry to Antigua."

After the most serious eruptions since June when 25 people were listed as killed or missing, the ship was called back to the island for Liverpool's CO, Captain



● HMS Liverpool - overseeing the evacuation from Montserrat

David Snelson, and Montserrat Liaison Officer Lt Tim Cryar to hold talks with emergency planners.

The West Indies guardship will stay in Montserrat for as long as she is needed, but is putting to sea at night as a precautionary measure.

Lt Carlisle said: "During the day we can see the volcano and put to sea at short notice if required. But at night, rather than risk a major ash fall, we will be

about five miles off the coast.

"We are being very positive but it is tinged with regret. This is the fourth time we have been to Montserrat and on previous visits we have concentrated on supporting the islanders, working with local people and helping to construct shelters."

"It is sad now that we are involved in an evacuation situation. We have made many friends on the island and are sorry to see them losing their homes."

First for grey Roebuck

SURVEY ship HMS Roebuck, sporting her new grey livery, has left UK to become the first coastal survey vessel to conduct a Rapid Environmental Assessment (REA).

REAs are a new concept which allows NATO to make an environmental assessment of potential battlefields worldwide. Roebuck will join Alliance warships in the Mediterranean,

conducting REAs this month as part of Exercise Rapid Response 97.

Similar work was carried out by the ocean survey ship HMS Herald, taking part in last year's Exercise Rapid Response. However, this is the first time that a coastal survey ship will have undertaken the task.

The ships of the squadron are forsaking their traditional white livery to reflect their increased warfare role.

Harriers in a Hornets' nest

● **Sea Harrier v Hornet . . .** One of HMS *Illustrious's* aircraft, pictured by LAC Peter Battye of the RAAF, taking part in combat training with an Australian Hornet during the carrier's visit to Fremantle, New South Wales. The Harriers of 801 Naval Air Squadron disembarked to RAAF Pearce, north of Perth for the exercises off the coast of West Australia. More Ocean Wave pictures and news in pages 29 and 36.



Drake was first at Cape Horn

RESEARCH by a retired sea captain in California seems finally to have established that Sir Francis Drake *did* reach Cape Horn before any other European mariner.

Capt Raymond Aker appears to have settled the argument over whether Sir Francis or Dutch navigator Willem Schouten discovered the most famous maritime landmark in the world.

The results of his studies of maps and documents show that Drake landed on Cape Horn during the *Golden Hind's* circumnavigation of the world in 1578. Up to now, the Dutch Cape Horners Foundation have maintained that the discoverer was Schouten, who in 1616 named the point after his home town of Hoorn.



Spanish steps at the College

THE BEAUTY of Spain bloomed at Greenwich when these flamenco dancers from Barcelona arrived to take part in Greenwich and Docklands International Festival.

Greeted here by Cdr Jonathan Maughan, Commander of the Royal Naval College, the ladies danced in the RNC grounds before an audience of 8,000 as part of the festival opening.

The college is due for closure, and last month saw the departure of the last Admiral President, Vice Admiral Jeremy Blackham, who also held the parallel appointment of Assistant Chief of Naval Staff.

Admiral Blackham has now taken up his new appointment as Deputy Commander Fleet at Northwood.

Picture: George Wicks

Legion promises to be vigorous over 'unfair' system

PENSIONS CAMPAIGN TO BE STEPPED UP

THE ROYAL British Legion plans "vigorously" to step up its campaign to remove what it sees as an unfair system which allows local authorities to take war pensions into account when deciding levels of housing or council tax benefits.

"When we started campaigning against this measure two years ago only 65 per cent of councils discounted war disability and war widows' pensions when assessing benefits," RBL spokesman Terry English told *Navy News*. "Now it is 95 per cent."

However, 30 local authorities

still do not ignore war pensions, and of those 14 go to the legal limit by disregarding only £10 a week.

"For those included in the provision it is very painful to effectively be deprived of up to 75 per cent of their pensions," said Mr English. "We are going to go at this very vigorously, and we are going on the front foot to show the public how unfair it is."

"We will be putting pressure on

those local authorities who are not ignoring war pensions, but we will also be campaigning for Central Government removal of the discretionary powers, because as it stands councils which are ignoring war pensions today could change their policy and take them away tomorrow."

A Department of Social Security spokesperson said there were no current plans to review the rules in line with the Government's pledge to remain within the former administration's budget for two years.

Cost of changing the rules, she said, would be £85 million, but the Department did not rule out a review in future.

Mr English said he understood the two-year commitment, but he would welcome an immediate promise by the Government to change the rules after that time.

■ The Ministry of Defence has decided not to reimburse World War II prisoners of war in Europe who had money deducted from their pay to account for "camp pay" given by their captors. The deductions applied to officers, medics and chaplains.

A spokesman for MOD said: "As far as we can tell the system in place at the time of the Second World War was correctly administered, and broadly speaking people got the money to which they were entitled."

Sound move

A NEW, old sound was heard by the people of Plymouth for the first time when Devonport Naval Base tested its improved nuclear alarm sirens on August 11.

The sound, to alert people to the unlikely event of a nuclear accident in the base, replaces an interrupted note and is intended to be louder and to carry further.

It is similar to the wailing of the old air raid sirens which proved so effective in World War II.

Poster appeal over Gulf War illness probe

A POSTER CAMPAIGN by the Royal British Legion has been launched with the backing of the Ministry of Defence to ensure as many Service and ex-Service people as possible reply to questionnaires for Gulf illness research.

"You may receive either one or two questionnaires," says the Legion poster. "Twenty minutes should be enough time to complete each one before sending it back to the research team."

"It doesn't matter where you served or whether you have been ill or not. All the information you provide is crucial to the study."

"This is your opportunity to make an impact on the understanding of illnesses experienced by Service families."

There are three studies co-ordinated by the Medical Research Council. They will involve over 100,000 Service and ex-Service people, including 52,000 Service personnel who did not go to the Gulf.

The health of the children of the 52,000 Gulf veterans who are being asked to take part in the study will also be investigated.

Wartime ensign returns

A WHITE Ensign which flew over one of the RN bases involved in the planning of D-Day has been returned to an operating Naval base.

It has been presented to the RNR unit on Whale Island, Portsmouth, HMS King Alfred – which has an historic link with the earlier establishment.

During World War II the flag flew at Exbury House near Southampton, commissioned in 1942 as HMS Mastodon. Later the base became HMS King Alfred, and then HMS Hawke. It decommissioned in 1958.

The original ensign was saved at that time by the late Arthur Hosey who was serving at Exbury House. It was returned to the house for a D-Day exhibition, but has now been presented to King Alfred by Edmund de Rothschild of Exbury House. It was received by the establishment's Commanding Officer, Cdr Kevin Kinsella, in a ceremony held in the grounds of the house.

At a service of dedication at Exbury Church a plaque was unveiled by the Lord Lieutenant of Hampshire, Mrs Mary Fagan.



Ariel mystery

MYSTERY surrounds this vintage Royal Navy motorcycle, restored by Naval veteran Denis Chorlton, pictured here with Lt Cdr Roger Davies and David Alcock of the RNR establishment HMS King Alfred.

Mr Chorlton rode the wartime Ariel 350cc to Exbury House, Southampton when he heard that HMS Mastodon's ensign was to be handed over there (see above). He was keen to meet veterans of Exbury House who were attending the ceremony. Some of them recalled Wrens and Royal Marines riding an Ariel during the war.

As Naval Ariels were rare, he has found restoration difficult without photographs to help him. He is now appealing to any *Navy News* readers who may have pictures of RN Ariel 350s.

'Black Duke' meets a fair lady

ACTRESS Susan Hampshire called on HMS Monmouth when the Type 23 frigate returned to her namesake town in Wales for a five-day visit.

The famously dyslexic star of *The Forsyte Saga*, *The Pallisers* and more lately *The Grand* was there to receive a cheque for £900 on behalf of the town's St Briavels Centre for children with learning difficulties.

It was money raised by seven members of the ship's company in a 400 mile sponsored cycle ride down from Faslane to Newport – the nearest port to Monmouth.

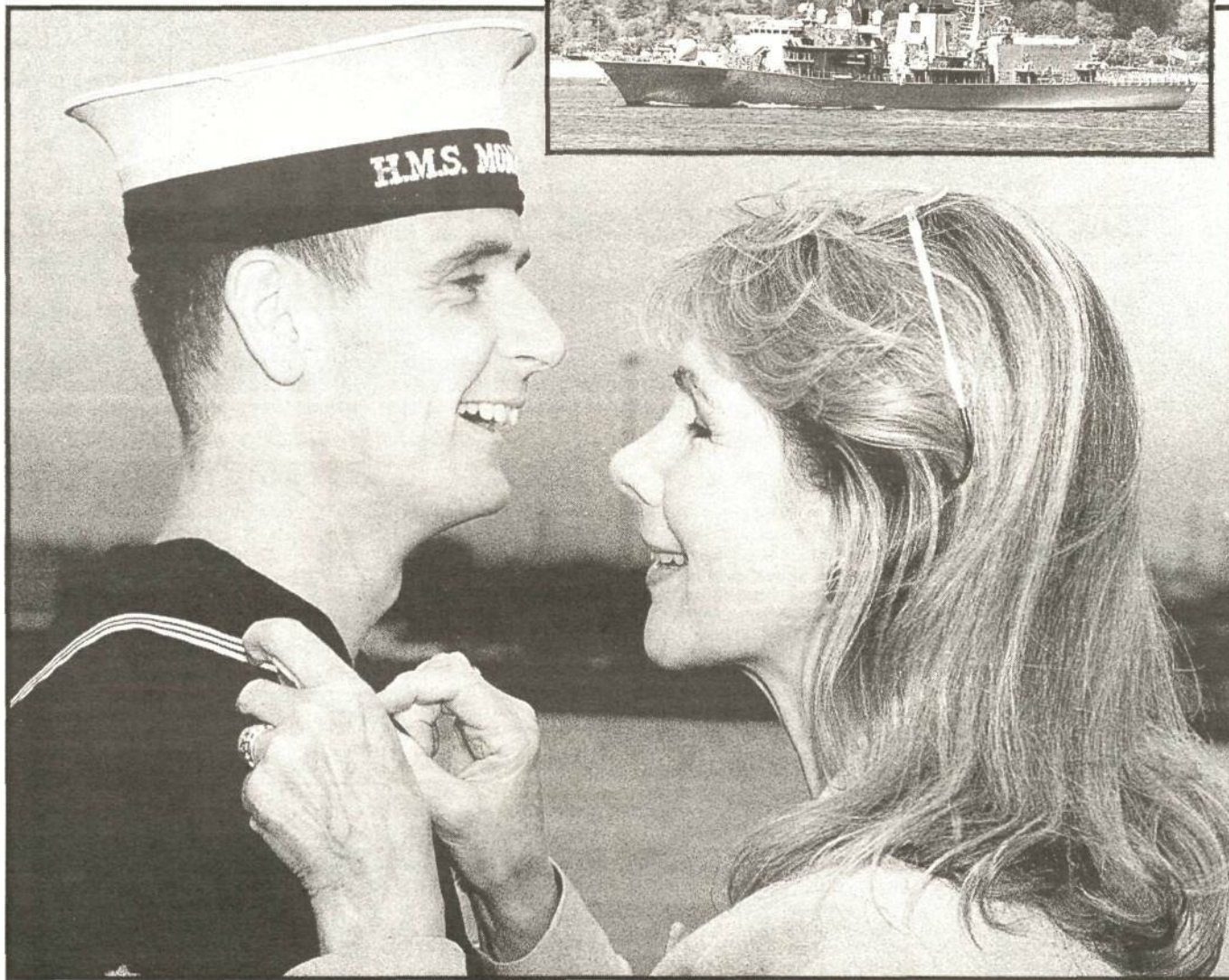
BBC Wales featured the presentation in a live broadcast from the 'Black Duke' – as the ship is known around the Fleet after the rebellious Duke of Monmouth executed in 1685 – that also featured the ship's Meteorological Officer, Lt Cdr Martin Smith, predicting the following day's weather with the aid of a fir cone...

Other visitors included members of Monmouth RNA, local schools and the Monmouth Town Band who greeted the ship on arrival.

She hosted a 'Meet the Navy' event for over 100 schoolchildren and a forum for careers advisers while helping out with other charity projects including constructing gates and paths and improving disabled access to the countryside.

On the sports field the ship met strong opposition from local hockey and football teams while more money was raised for charity by a Golf Open.

Said Commanding Officer Cdr Malcolm Sillars: "We felt privileged to visit both Monmouth and Newport which



provided the best possible opportunity to refresh our strong links with both Town and County."

Next ports of call were Den Helder and Zeebrugge for the

Dutch and Belgian Navy Days respectively.

HMS Monmouth's high public profile continued as she went on display for Plymouth Navy Days last month.

● Above: Susan Hampshire shares a joke with LOM Stuart Cogan as she touches his collar for luck on board HMS Monmouth at Newport.

Picture: LA Richard Thompson, FOSF.

● Inset: HMS Monmouth noise ranging in Loch Fyne prior to an earlier date with Joint Maritime Course 972.

Picture: OM(UW) Weatheritt.

Far East plan for Cavalier

BRITAIN's last surviving wartime destroyer is likely to become the centrepiece of a maritime museum in Malaysia.

HMS Cavalier has been languishing in drydock at Hebburn-on-Tyne for ten years following her acquisition by South Tyneside Council which planned in vain to establish a £25 million shipbuilding exhibition centre.

Early this year the council sought to cut its losses – up to £30,000 a year maintenance – and offered virtually to give the ship to a bidder who could guarantee to renovate her and repair the drydock which she occupies.

Council spokesman Cliff Ayton has told *Navy News* that the only serious bid had come from Star Cruise Properties who plan to transfer Cavalier via heavy-lift barge to the museum site at Port Kelang, near Kuala Lumpur.

The deal was still subject to contract, and under conditions imposed on transfer of the ship's ownership from the Navy, the Ministry of Defence had to be consulted.

Mr Ayton could not confirm the amount which the company would have to spend on the ship, but it is thought likely to be at least a six-figure sum.

Disappointed

The proposed deal has disappointed ex-Service campaigners who have been pressing for a permanent home for Cavalier in UK. Sid Anning, chairman of the HMS Cavalier Association, said that while it was better for the ship to go abroad than be scrapped, his association would make last-minute efforts to keep her in Britain.

"She is a very important ship historically," he said, "and we will seek support for her preservation as a national heritage vessel. She should be a memorial to the hundreds of Royal Navy destroyers and the 30,000 men in them who went to the bottom of the sea in World War II."

He said he and the association's president, Rear Admiral John Hervey, would redouble their efforts for national funding for Cavalier, and would press for the Heritage Department to review her export.

Mr Ayton said: "South Tyneside Council would be happier for the ship to remain in UK, but there is no financial assistance for that coming from anywhere."

"The council will sell the ship for a nominal £1, therefore we believe that heritage rules on the export of ships at least 50 years old and worth about £40,000 do not apply."

■ Anyone wishing to contact Mr Anning over his campaign should write to him at 14 Kipling Gdns, Crownhill, Plymouth PL5 3DD (01752 768201).

IN BRIEF

FLAGSHIP Portsmouth's new season tickets have been sold to over 2,000 customers in the first two months they have been made available. Twelve military museums in the south of England have also launched a £1 'frequent user' card, valid until 31 March 1998, which offers 50 per cent off entry to the museum at which it was bought plus 20 per cent off all the others.

FOURTEENTH series of the Nelson Birthday Lectures will be held at Portsmouth Central Library on September 27, featuring the Spithead and Nore Mutinies of 1797 and the experience of French POWs during the Napoleonic Wars.

ROYAL Society of Marine Artists annual exhibition will be held at the Mall Galleries from October 22 – November 2. Tel 0171 930 6844 for details of admission and special events.

Ocean says it with flowers

FLOWER power is not a concept traditionally associated with the Royal Marines – but that's not what they think in Barnstaple.

There the Commando Logistic Regiment has set up a

12 ft replica of HMS Ocean made from 12,000 flowers.

It forms the centre piece of the Barnstaple-in-Bloom entry to national and European floral competitions – Barnstaple last year won the European Entente Florale – which this year adopted a maritime theme.

This coincided with the Director of Public Relations (Navy)'s promotion of the Navy's amphibious core capability and RM metal-smiths were called in to construct a framework model of the new amphibious assault ship.

This was moved to St John's Garden Centre in the town to be

planted up with 12,000 flowers.

The regiment's Forward Repair Group used a Foden recovery vehicle to move the completed model into position near the Bus Station, where it will remain on show until the end of this month, having generated wide local publicity.

And called to mind Kipling's immortal lines, which here apply to our RM tradesmen:

'For there isn't a job on the top o' the Earth the beggar don't know, nor do –

'You can leave 'im at night on a bald man's 'ead to paddle 'is own canoe –

'Es a sort of a bloomin' cosmopolouse – soldier an' sailor too.'

● Left: HMS Ocean blooms in Barnstaple, courtesy of the Royal Marines – see 'Smiles' page 16.

Well met in Montevideo

OFFICERS from two Argentine ships, the Meko Class corvettes ARA Rosales and Parker, visited the Falkland Islands patrol vessel HMS Leeds Castle when all were alongside together in Montevideo. Leeds Castle CO Lt Cdr Charles Robinson and two ships officers spent a morning on board the Rosales at the invitation of the Argentine Naval Attache.

'Paperless ship' back from refit

HMS CARDIFF has returned to her home port of Portsmouth after a 13 month refit at Rosyth that will extend her operational life by ten years.

During this, much of the Type 42 destroyer's superstructure and internal compartments were taken back to bare metal and stripped of weapons and sensors to facilitate full upgrades in capability.

Main machinery was removed, refurbished and replaced and most office spaces and accommodation areas were renovated and upgraded.

The new networked computer system 'Navystar' was launched in HMS Cardiff. This will eventually be fitted throughout the Fleet and brings the ship up to date with the latest in computer technology and extended use of E-mail.

Ultimate aim of the system will be to run 'paperless' ships with electronic communication taking over from traditional methods.

Also, a new state-of-the-art digital multi-channel telephone exchange will enhance communications with the ship.

Refurbishment of weapon systems included fitting of a new 4.5 inch gun and Seadart launcher.





Drafty... Promotions



DON'T LET GOOD QUALITIES GO BY THE BOARD

SELECTION boards for Chief Petty Officer will be taking place soon so this month Drafty takes an in-depth look at promotions.

The boards are chaired by a commander with representatives from Captain Naval Drafting, the Directorate of Naval Manning and external authorities such as FOSE, FOSM and FONA.

The number that will actually be promoted depends on how many DNM says are required in the next higher rate by the end of the promotion year, December 31, 1998.

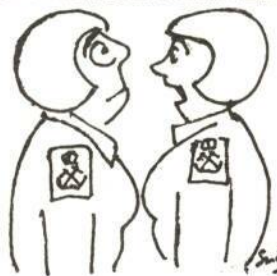
By subtracting the number of personnel who are leaving or are being promoted from the numbers that are currently serving, you get the number of CPOs that are needed.

As a rule of thumb, if your branch is growing, there are likely to be more promotions. On the other hand, if your branch is getting smaller, there will be considerably fewer.

There are many high quality candidates considered for each vacancy, so not every good candidate will be selected.

Promotion boards examine promotion dossiers which contain all selection reports and the POLC reports of each individual. From April 1, 1998 POLC is required before selection, so the message to personnel is 'Get your POLC course booked now!' There are always spare places available so it is worth asking for a short notice

SELECTION BOARDS OFFICERS APPOINTED



Do they have to pass boards to qualify as selectors?

vacancy, providing your current employer is able to spare you. Ring your drafting section for details.

So, what do promotion boards look for? The first thing is consistency. It is not enough to do one job really well and then sit back and wait for promotion.

First step

You need to present the board with a range of jobs where you have performed consistently well. This is the first step on the promotions ladder.

You should ask your Divisional Officer whether the reports being looked at by the selection board present that picture. If not, you should address the problem by submitting an up-to-date drafting preference form and an appropriate C240 if you want to apply for a specific job.

The next step on the ladder is to consider your potential for the next higher rate. Do you consider that you have some of the qualities required? Do you have the potential to be really effective in the next higher rate?

Personnel need to show their divisional officers what potential they have and work on the areas where improvement is needed, making sure that the DO reflects those qualities in his or her report.

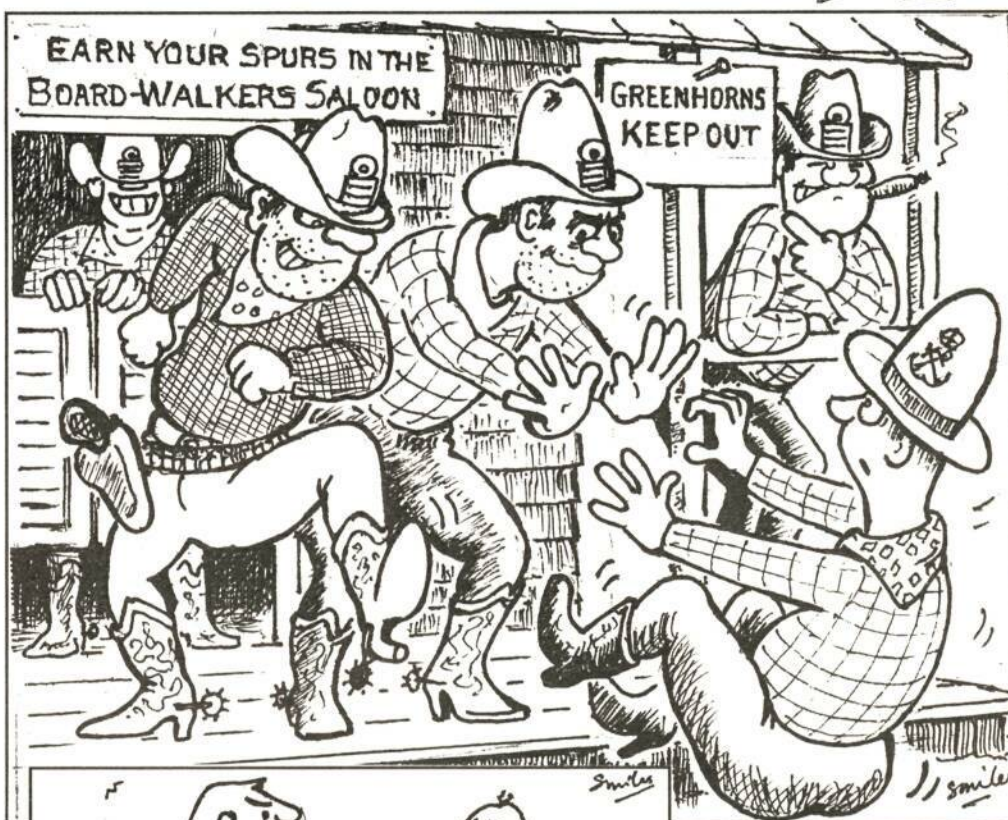
When staff are debriefed on their next reports, they should remember to think about this and take note of whether anything has been said, and if not, why not?

Personnel should ask the question and make sure that they understand the answer. No one will be promoted unless their Divisional Officer, Head of Department or Commanding Officer makes it clear to the selection board that there is clear potential to be effective in the next higher rate.

Assuming that individuals have achieved a consistent performance over a number of different drafts and that their DO considers them eminently suitable for the higher rate (and qualified in all respects) then they should receive a NOW recommendation for promotion.

If there are areas where personnel still need to improve their performance, gain experience or where they lack some of the qualities required for the next higher rate, then a NOT YET recommendation is appropriate.

There is no stigma attached to a not yet recommendation for promotion. A NOW received after a



You need a PLANK - not a board!

series of well explained NOT YETs will give the selection board all they need to note the progression through the rank and make the eventual NOW recommendation a great deal stronger.

It is far better to get a NOT YET and understand where improvement is needed than receive a NOW which does not convince the selection board.

Those approaching their last four years in Service also need to be thinking about 2OE. Selection for 2OE is very much driven by employability.

Staff should think about whether or not their branch has recently restructured or is likely to do so in the future, and if so, whether they have the skills needed to be considered as fully employable.

Other factors to consider are whether individuals are qualified for Warrant Officer - two GCSE equivalents (one in English language) are required.

Many personnel will feel that they are too junior to be thinking about this, but in selecting senior ratings for 2OE, selection boards do not just look at future employa-

bility, but also consider the promotion potential for Warrant Officer as most WOs are promoted while on 2OE.

The message is clear, staff must prove their potential for the future. Improving management and leadership skills based on sound professional expertise are what the board needs to see, and the sooner they see it in reports, the better the chances of promotion.

If personnel have any questions about this article they should contact their Divisional Officer. Anything he cannot answer should be passed up the divisional chain and, if necessary, passed to the promotions office. Divisional Officers are welcome to call on D6 Section for an acquaint visit at any time. Please ring Ext. 2383 to arrange a visit.

Warning

In the current RN manning climate it is most unlikely that CND will approve requests for early discharge more than two months before the TX date, even if the rating has a firm job offer and can be spared by the employing unit. Such people can be usefully employed in a gapped billet elsewhere. You have been warned!

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Historic submarine shapes up

HMS OCELOT has achieved an even higher profile amongst maritime attractions in Chatham.

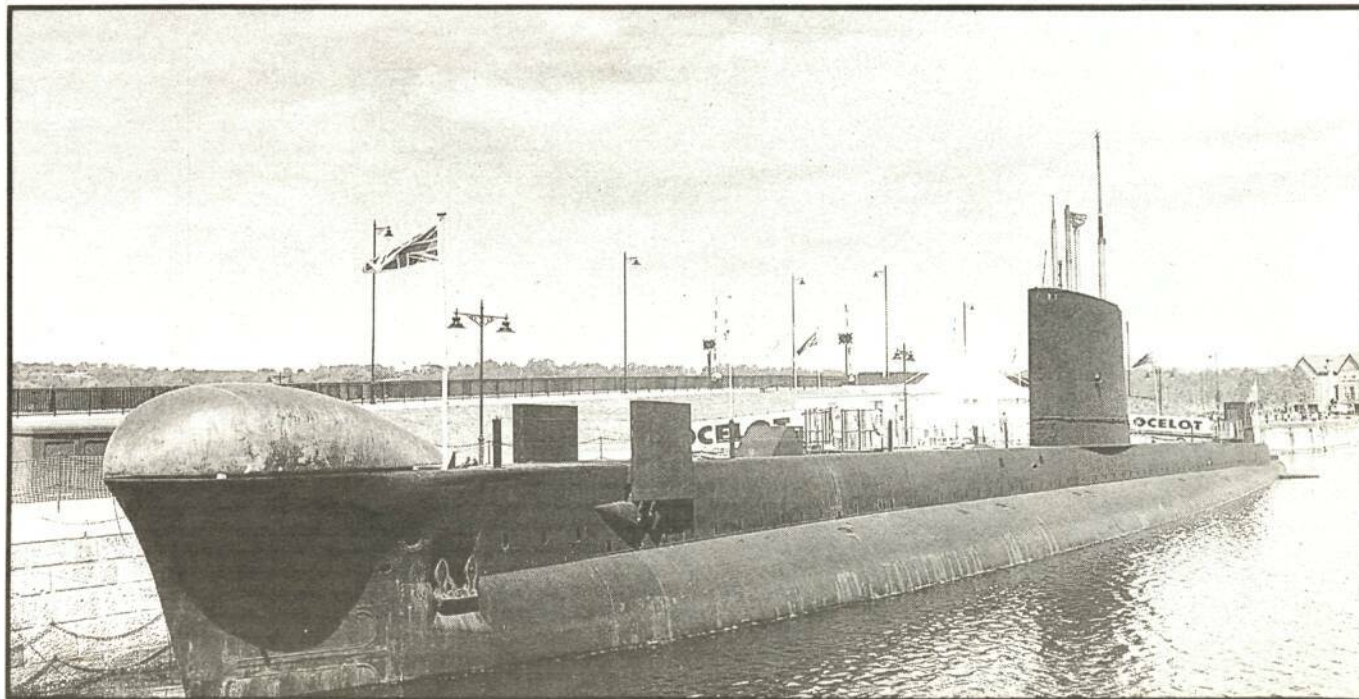
The 35-year-old submarine, moored at Chatham Marine has been refitted with the 5ft high, 22ft long sonar dome which gave her her distinctive shape.

Ocelot was the last British submarine to be built at Chatham and the dome acted as her 'eyes and ears' underwater.

Chatham Historic Dockyard Education Officer Jane Middleton said: "It has been quite a job to track

down an active dome but eventually one was found which could have been the original prototype for Ocelot."

Guided tours are available and the submarine is open daily from 10am to 6pm until September 15 and from 12 noon to 6pm until November 2.



● HMS Ocelot shows off her distinctive 'new' sonar dome. The O class submarine was the last to be built in Chatham



Globetrotting Ledbury

FOR A vessel of her size, mine countermeasures vessel HMS Ledbury is a well-travelled ship.

She has seen service in the Gulf and South Atlantic, and this year visited the Baltic twice on exercise – with a third trip on the cards.

Ledbury, the second of the Hunt-class ships, is an all-rounder in the field of mine warfare in that she is capable of both minesweeping and minehunting.

The traditional art of minesweeping involves the destruction of mines using a towed wire to sweep them up, whereas minehunting has come into its own as technology has advanced.

The modern RN minehunter uses high-definition sonar to identify a mine, and then deploys a robotic miniature submarine or divers to place explosive charges.

Cameras carried by the RCMD (Remote Controlled Mine Disposal System) Vehicle means the sea bed can also be scanned, and suspicious objects identified at a safe distance.

Portsmouth-based Ledbury is only the second ship of her name, but her predecessor had an eventful career, winning six battle honours.

Hunt-class destroyer HMS Ledbury was ordered two days after the outbreak of the war, part of the second series of Hunt-class ships, and she was laid down at the Southampton yard of J. Thornycroft in January 1940.

Air raid damage delayed her completion until September 1941, and the 1,580-ton destroyer soon took up escort duties between Scapa Flow and Iceland.

In June 1942 she was attached to



● One ship, two roles – HMS Ledbury (above). Pictured right is her Second World War predecessor.

the ill-fated Arctic convoy PQ17, from which 24 ships were lost.

Only two months later she was close escort in the Pedestal convoy to Malta, and her defiance of Axis aircraft and submarines was a crucial factor in the successful defence of the island.

During the fierce attacks which dogged the convoy, Ledbury claimed three enemy aircraft destroyed and five damaged, and was one of three destroyers which helped the crippled tanker Ohio into Grand Harbour.

The ship added to her impressive battle honours dur-

ing the Allied landings in Sicily and Salerno, and in the Adriatic and Aegean. She was scrapped in 1958.

Her modern counterpart was one of the largest in the world to be built with a glass-reinforced plastic

hull, which is non-magnetic and strong enough to withstand shocks associated with mine clearance.

Great care has been taken to reduce the ship's magnetic and noise signatures – main machinery is tuned and matched, and special attention paid to mountings.

The ship's main engines are two Deltic diesels, with a third used for slow-running while working with mines.

A hydraulic bow thruster does away with the need for an activated rudder system.

Ledbury was awarded the Redifon Trophy in April for communications excellence.

BATTLE HONOURS

MALTA CONVOYS.....	1942
ARCTIC.....	1942-43
SICILY.....	1943
SALERNO.....	1943
ADRIATIC.....	1944
AEGEAN.....	1944
KUWAIT.....	1991



Find the Joker

FIND the Joker in **Navy News** for three editions – and you have a chance to win £500. There are also £10 cash prizes for each of ten runners-up, and 20 £5 consolation prizes to be won.

All you have to do is spot joker Jack – cartoonist Tugg's **Navy News** character – hiding in one of the other pages of this edition; then spot which one of three statements of Jack's is a load of old gash.

Just tell us on which other page Jack's joker character, shown here, appears. Tugg's monthly cartoon of Jack's adventures on page 6 does not, of course, count.

When you've found the joker figure, spot the joker in one of the following three statements by Jack on naval matters. Two are true. One is wildly inaccurate. Just mark the box next to the untrue statement.

Which of these three statements is **NOT** true:

- ☐ Admiral Jellicoe commanded the British Fleet at the Battle of Jutland.
- ☐ The first Wrens appeared in 1917.
- ☐ Nelson's last signal at the Battle of Trafalgar was "Get stuck in".

Now tell us on which page you spotted Jack – Page

If you can fill in this coupon, and the coupons appearing in the next two editions of **Navy News**, you have a chance of winning a £500 cash prize. The names of the winners will be selected at random from those who gave correct answers in the three editions, starting with this issue.

When you have completed all three original entry forms, send them together in one envelope to:

Find the Joker, Navy News, HMS Nelson, Portsmouth, Hants, PO1 3HH

They should arrive at **Navy News** no later than **January 15, 1998**. Entries with all three correct answers will be entered in a prize draw conducted at **Navy News** offices. Winners will be announced in the February edition of **Navy News**. The first name drawn will receive a prize of £500. There will be a prize of £10 for each of the next ten correct entries drawn, and a further 20 consolation prizes of £5.

The judges' decision will be final. No correspondence will be entered into. **Navy News** employees or their relatives may not enter.

NAME.....

ADDRESS.....

TELEPHONE.....



The big idea:

Dave
Claire can't believe it!
She's finally living in a house
we can decorate! We bought it
from Annington Homes, the
company which is selling
former MOD properties.
And with my service and
base discounts the price
was unbelievable!
I've been given a bit
of grief about my technique
with a paint roller
(apparently I'm slow).
Still, the house is looking
brilliant, and we're not
arguing too much.
Anyway, you and
Sue must drop by soon
and check out my
handiwork (map
enclosed). I might even
be allowed to slip out for
a couple of swift pints!

Regards,
Steve



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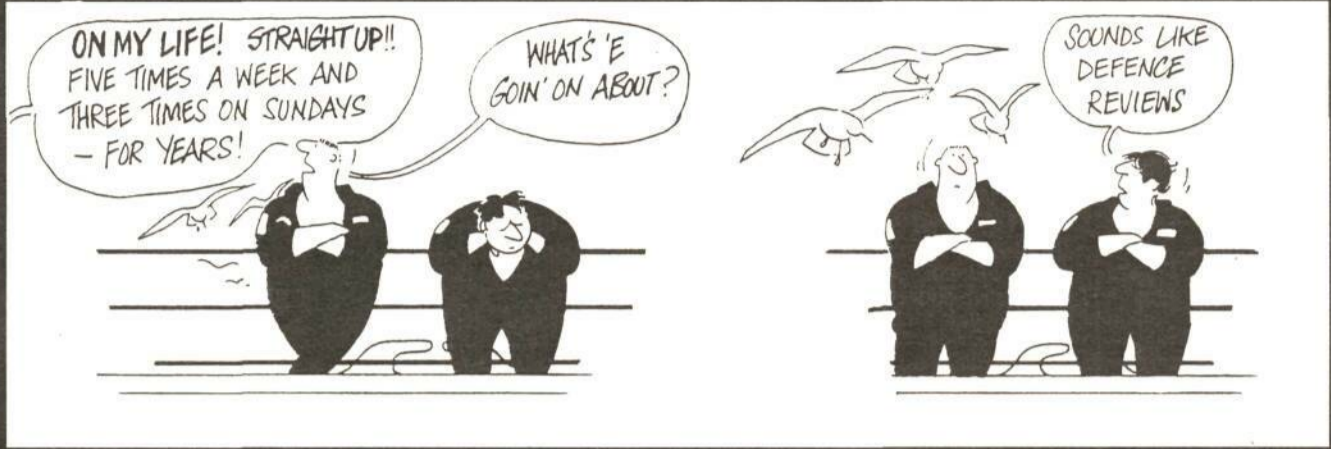
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Letters

Lost belt of Brocklesby



I ENCLOSE a photograph taken while I was on holiday in Cornwall visiting the 'Lost Gardens of Heligan' - where I was surprised to find one of HMS Brocklesby's lifebelts provided by a pool in this recently opened 'Lost World'. - I.G.H.Cartwright,

Saviour of Jellicoe

MY HUSBAND and I (both 88) were very interested to read the account of the collision between HMS Camperdown and HMS Victoria in 1893 (July edition).

My husband's grandfather was a survivor of that disaster and helped to rescue several men - among them Admiral Lord Jellicoe, with whom he later served.

We have a son who was in the RN and his son is also now serving in the Navy, in HMS Brave. - K.Herriott, Herne Bay.

Snubbed hero stole Winnie's thunder

WHEN I was laid up in hospital for a week recently I took in a number of old editions of Navy News I hadn't had time to read properly - and was particularly interested in the account of King George VI and Queen Elizabeth's visit to Canada in 1939.

Two years before, now 60 years ago, I was serving as a midshipman in HMS Repulse. Capt J.H.G. Godfrey had asked for me as his secretary - and it was almost unheard of for a Paymaster midshipman to be Captain's Secretary in a capital ship.

We had an adventurous commission in the Mediterranean during the Spanish Civil War - but Capt Godfrey had the reputation of being "difficult". I think he respected me because I stood up to him. I remember one day when I took a Boy defaulter's papers up to his cabin he said: "I am going to have this Boy beaten." I said "You can't do that, sir, it's not permitted by King's Regulations for this offence."

He retorted: "Don't stand there, boy, telling me what I can't do - tell me what I can do. Here am I, a four-ring Captain, and you a miserable little midshipman!"

But he always apologised afterwards and was very kind to me in many ways.

When we returned home in September 1938 I went up to the Paymaster Director General's Dept to find out what my next appointment would be. The commander in charge of junior officers' appointments asked: "How do you get on with Capt Godfrey?" I said "Oh, alright." "In that case," he said, "you're the only officer in the Navy who does!"

He told me that Repulse was going to take the King and Queen

to Canada and asked if I would like to stay on. Of course I jumped at the opportunity - but while we were at Portland, working up after recommissioning the following spring, the Daily Express printed an article saying what a scandal it was that when war was threatening one of our finest capital ships was being fitted out as a royal yacht.

And so to our great disappointment all the anti-aircraft guns were replaced and we only escorted them half way across the Atlantic as they travelled in the Empress of Canada.

Godfrey was a brilliant Director of Naval Intelligence who fell out with Churchill and like other senior officers was sent to India to command the Royal Indian Navy. He never received a knighthood.

I kept in touch with his widow until she died a year or so ago in her 90s. - P.J.Dowdeswell, Ivybridge, Devon.

As David Brown points out in *Men of War* (Weidenfeld and Nicolson, 1992), Godfrey received no honours or awards for his wartime service - the only full Admiral or equivalent in the other services to be thus snubbed. As Director of Naval Intelligence he clashed with Churchill, who interfered in operational matters and insisted on being the first to deliver any good news to the public, resenting anything Godfrey did, as steal his thunder. After one row he relieved Godfrey of his PR responsibilities.

Godfrey was undoubtedly the outstanding service intellect of the Joint Intelligence Committee - but the other members resented his repeated assumption of the lead in joint projects and in September 1942, on the day he was promoted Vice Admiral, Admiral Dudley Pound sacked him since "co-operation among members of the JIC... was not possible as long as you were a member."

The true value of Godfrey's contribution to Britain's survival in 1940-41 and the eventual Allied victory would not be properly appreciated until 30 years after the end of the war.

Admiral Godfrey was later Chairman of the Management Committee of the Chelsea Group of Hospitals and founded the

Cheyne Centre for Spastic Children.

One of the great unsung naval heroes of World War II died in her 90s. - Ed.

Sadness and joy on the seafront

MY WIFE and I have just celebrated our diamond wedding. Further happy memories were brought to mind by your July issue in which was recounted the latest exploits of HMS Iron Duke.

Because when I met my wife I was serving as a Stoker First Class in the battleship HMS Iron Duke, then a boys training ship.

We paid off in April 1937 and I got married a few months later, with no marriage allowance, on 3/6 a day.

I then joined HMS Ilex on her first commission. The majority of my old shipmates commissioned HMS Royal Oak and it is with sadness I see many familiar names on the 1939 panel of the Naval Memorial on Southsea Front when I visit Portsmouth.

The happy memory is that it was on the Front by the memorial that my wife and I first met in 1936.

I completed my 12 years as a Stoker PO in 1947, joined the Police and retired as a Chief Inspector in 1976. My naval service gave me the self-discipline to continue a successful career. - A.C.Hammond, Eltham.

Hats off in Oz to glorious Gloucester

I CONGRATULATE you on a splendid publication which is eagerly circulated through our membership.

Through the issues received over the past year several contacts with old comrades have been made. I myself have established contact with the HMS Suffolk Association and through this, contact with my old run-ashore oppo whom I have not seen or heard about since the ship paid off in Liverpool in July 1945.

The change of uniform style generated quite a bit of discussion between us and not a little disquiet that certain aspects of the uniform would change fairly drastically.

However, the recent visit of HMS Gloucester and the splendid turnout of her ship's company has left us all generally very pleased.

She spent four days at Port Adelaide and has sailed leaving a very good impression indeed. The new-style jumper with zip and the class of material used to make it looks very smart and a great improvement on the old one.

We were not too impressed with the new hat - how many matelots have round heads? And the jolly Jacks can no longer turn down the sides - it won't bend.

However, it was often used as a pillow when an opportunity came to "crash down" in the odd moments off-watch and I reckon the new one would be more comfortable in that regard. - S.Cooper, Morphett Vale, South Australia.

Cochrane chemistry

YOUR article in the July issue on Lord Cochrane fired my memory of one of his descendants.

In 1952 I was a naval pharmacist at RNH Haslar. I was resident at 22 The Crescent, Alverstoke and dined each evening with Capt Cochrane, DSC, RN who mentioned to me once that there was a statue of his famous ancestor in Santiago.

All I can recall of his own history is that he was I/C minesweepers on D-Day and later Chief of Staff to Admiral Lamb at Lee-on-Solent. I think his initials were C.S.

I would be so grateful if anyone could enlighten me on this matter. - S.D.Levi, Sale.

And then there were six . . .

IN YOUR June issue you published a picture of the "first five-ship RAS since 1978". I wonder when the RN will carry out the "first(?) six-ship RAS since 1967, as in the enclosed photograph?

The RAS (replenishment at sea) was carried out in the South Indian Ocean near the Cocos (Keeling) Islands in August of that year, en route to Australia.

The ships are, from top to bottom: RFA Retainer (ammunition supply), HMS Galatea, RFA Reliant (stores supply), HMS Hermes, RFA Tideflow (tanker) and HMS Minerva. - J.H.Allison, Bicester (ex-HMS Galatea).



Navy News

No.518 44th year

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Registration forms are available from the admin office of your unit or ship.

Send the completed form to the appropriate

electoral registration officer (the form tells you how). You will then be able to vote at all Parliamentary, European Parliamentary and local government elections.

Wives and husbands of Regular members of HM Forces can also register as service voters or, if they prefer, register each year as civilian voters (so long as they are living in the UK).

Don't Lose Your Right To Vote.

NO VOTE



NO VOICE.



Signal code switch can beat bug

A SIMPLE switch of signal codes has been found to beat a software problem when sending certain signals.

Some signal messages bearing alpha-numeric Subject Indicator Codes (SICs) have been wrongly distributed when received by the Distributed Message Processing System (DIMPS) which is fitted to a number of RN warships, omitting one of the addressees from the intended list.

This problem only applies to the first SIC on a message if it is alpha-numeric – containing both a letter and a number – and is followed by other SICs.

A software solution to the problem is being worked on, but until then messages should not have an alpha-numeric SIC at the beginning of a multiple SIC list when addressing messages to HM Ships.

For example, HCH/ORN/O2B and HCH/O2B/ORN are acceptable, but O2B/HCH/ORN is not.

DCI GEN 173/97

Preparations for closure of HMS Dolphin

HMS DOLPHIN will decommission as a Naval establishment on September 30, 1998 – but the post of Captain HMS Dolphin is to disappear more than a year earlier.

The post will be disestablished on September 17, to be replaced by the title Commanding Officer HMS Dolphin.

At this point Commodore HMS Raleigh will assume responsibility for the Royal Naval Submarine School (RNSMS).

The Director General Medical Training will take over responsibility for the Fort Blockhouse site on the decommissioning of Dolphin.

Correspondence previously forwarded to Captain RNSMS should, from September 17, 1997, be forwarded to Commodore HMS Raleigh, Torpoint, East Cornwall PL12 2PD (for policy matters) and Commander RNSMS, HMS Dolphin, Gosport, Hampshire PO12 2AB (for routine matters).

In routine matters, when correspondence is sent directly to the Commander RNSMS, Commodore HMS Raleigh is to be an information addressee.

DCI GEN 176/97

Psst – wanna borrow a set of wheels?

LOANED or sponsored vehicles could put you on the road to disaster unless you follow the rules.

Service units or individuals occasionally have access to cars or other vehicles loaned or sponsored by industry – but great care must be taken to protect the MOD's impartiality.

This is a particular risk when the MOD undertakes vehicle procurements.

All individuals and units are prohibited from accepting such offers from non-Government agencies or commercial enterprises without first obtaining the necessary approval from line management.

Approval will only be granted where the loan is needed to evaluate the vehicle's suitability, as part of a properly-staged procurement exercise, or exceptionally when

vehicle sponsorship is offered for a specific event, and the Command Secretary or Chief Executive is happy the deal is acceptable within the terms of DCI 7/97.

In all cases approval must be sought at least ten days before the start of any proposed agreement.

If an unsolicited offer of a vehicle is made to an individual or a unit, the offer must be declined and Programme Director Combat Support Systems – the MOD (Procurement Executive) vested authority – informed.

When a vehicle is obtained through the correct channels, care must be taken to ensure it is used only for legitimate service purposes – under no circumstances should it be used for journeys where any of the occupants are not on official business.

DCI GEN 177/97

Get Wise on DCIs

If you want to keep your head, get a hat

HORSE riders in Service events must ensure they are wearing approved headgear – or else be the cause of headaches all round.

Tradition and custom play a significant part in riding dress, and that is taken into account by the new instruction which lays down the rules governing headgear.

But if a Service person or civilian riding in an official event was injured

while not wearing the correct hat, they might be found to have been contributorily negligent in any damages claim, and a claim might be made against the MOD or an officer in charge.

Service personnel, in official events or riding MOD sponsored horses, must wear a kitemarked hard hat complying with EN1384 or PAS015.

Existing stocks of BS4472 (skull caps) and BS6473 (riding hats) must

not be used after January 1, 1998.

Exceptions include mounted unit troops parading in ceremonial uniform and certain classes of dressage riders.

From July 1 this year, all items issued as personal protective equipment must carry the CE approval mark in addition to existing safety markings.

Servicemen and women are also advised to adhere to these rules when riding privately, for their own safety.

Civilians employed in a service stable should be bound by these rules as part of their contracts of employment, and the rules should also form part of the conditions of civilians riding at a Service stable or sponsored event.

Civilians who are not employees are expected to provide their own headgear of the appropriate standard when riding from a Service stable.

DCI JS 77/97

'MOT' certificate for submarines

A NEW 'MOT' certificate to guarantee the structural safety of submarines has been introduced by the Royal Navy.

The new Certificate of Safety – Submarine Structural Strength (CSSSS) will apply to all new submarines, including the Astute class, and its applicability to existing vessels or those in build is being investigated.

The CSSSS will confirm that the submarine is structurally sound to undertake operational tasks in accordance with its design.

It also provides proof that the Secretary of State for Defence, as the "owner" under MOD safety regulations, has fully carried out his duty of care towards the vessel and its crew.

Only those parts of a submarine essential to strength and structural safety will be subject to certification.

Thus while elements such as the pressure hull and supporting bulkheads, nuclear reactor containment structure, access hatches and torpe-

do tubes will all be included, other items such as the fin and parts of the casing – while important to operational capability – fall outside the certificate's remit.

During a new submarine's build, information on materials used, standards of design and workmanship, and assumed safety factors will be supplied to an independent body, which will be responsible for issuing an interim certificate.

Once the vessel has completed all trials to test the structure, the certificate can be fully applied, and is designed to stay valid until the next survey is undertaken.

Any major changes to the structure of the vessel, or change in operational or maintenance policy which could affect the vessel's structural state, must be reported to the body which issued the current certificate.

The certificate brings submarines into line with surface ships – which already have a structural safety certificate – and civil maritime structures.

DCI RN 99/97



'Sorry mate! Windscreen wipers duff!'

Avoiding troubled waters

EXISTING and prospective boat users must make sure they follow set procedures when procuring their vessel using public funds.

All boats declared will be checked to ensure they meet with relevant safety and construction standards, and once they have been cleared they will receive a boat number and be entered on to the MOD boat register.

Modifications to boats or their engines must be authorised by the Design Authority and boat sponsor, and approved alterations are to be carried out by MOD approved contractors.

Boats which are surplus to requirements but still fit for purpose are to be offered for reallocation by Commodore Naval Ship Acceptance, who will decide whether it will be moved with-

in the MOD or disposed of by sale.

Disposal of all MOD boats is the responsibility of the Disposal Sales Agency.

If the set procedures are not followed, the officer who authorised the procurement, modification, disposal or reallocation could be held responsible not only for the full cost of the boat, but also any claims made for subsequent accidents.

All units holding boats which do not measure up to procedures laid down in BR8161 should declare the number and type of craft involved within six months of the issue of this DCI to CNSA/AN230, MOD Abbeywood #96, Ash0c, PO Box 702, Bristol BS12 7DU.

DCI GEN 180/97

Adventurous charge

CHANGES in control of Portland Harbour this autumn will see the introduction of charges for harbour users.

The Queen's Harbourmaster's office at Portland is scheduled to close on September 1, and control passes to a new harbour authority, Portland Port Ltd.

From this date charges will be levied on harbour users – at present the MOD is negotiating over exact rates.

In order to co-ordinate Service activity, all units who wish to organize military sponsored adventurous training in Portland

Harbour after September 1 should channel their requests through the Sports and Recreation Officer, Boscawen Centre, HMS Osprey, Portland, Dorset DT5 1BL, tel extension 5346.

Portland harbour is a popular site for a wide range of water sports, and is used by many schools and clubs for leisure and training as well as Service personnel and units.

Among the sporting challenges available are windsurfing, dinghy sailing, water-skiing and diving.

DCI GEN 189/97



'You're supposed to take 'em off first!'

Plugging that gap

HESSIAN sacks are the latest addition to the Royal Navy's damage control equipment.

Experience gained from the grounding of frigate HMS Brazen, and discussions with Flag Officer Sea Training, Flag Officer Surface Flotilla and the Phoenix Nuclear, Biological and Chemical Defence School, have led the Surface Ship NBCD working party to recommend that the sacks be held on board ships.

The sacks can then be used in conjunction with rapid-hardening cement in the construction of cement boxes.

RN ships carry a supply of heavy repair stores – metal plates, timber and cement included – and if timber does not stem the flow of water the recommended action is to build a wooden shuttered box filled with cement.

When Type 22 frigate HMS Brazen ran aground in the Patagonian Canal in Chile during the late summer of 1994, the damage was such that

cement boxes were not enough.

The next step is to use sacks or socks, or similar items, packed with cement – but hessian sacks were not a required item on RN ships' stores.

By filling sacks no more than one-third full with cement, and moulding it to suit the shape of the damaged location, the loss of cement to running water is greatly reduced.

In Brazen, aggregate was added to the cement, and sheer weight of material eventually plugged the damaged section. The ship was able to head for repairs at the Chilean port of Talachino after four days aground.

The number of sacks held in stores depends on the size of the ship – an aircraft carrier would hold 200 sacks, while a minor war vessel would only need 30. A frigate would carry 80 sacks, and around 400kg of cement.

The sacks are to be stored on board along with the cement, and held by the Marine Engineering department.

DCI RN 120/97

Helping Hands

In brief

FUNDRAISERS for SSAFA Forces Help couldn't fault the organisers of HMS Sultan's charity tennis tournament who raised a record £550.

And when SSAFA chairman Captain Alec Wale visited the establishment, Cdre Malcolm Shirley took the opportunity to present a further £2,000 from Sultan's Summer Show.

A DOZEN sailors from HMS Ocean cycled from coast-to-coast to raise cash for a charity in their affiliated town city, Sunderland.

They pedalled 140 miles from Barrow to Sunderland and made £1,500 for the city's Pennywell Youth Project which provides children with activities during the summer holidays.

HMS FEARLESS raised £900 for KGFS and set a new record in the Mike Mills 100x1 mile relay.

In the heat and humidity of the South China Sea, runners took it in turns to pound out the 8 laps of the ship and passed the 100-mile mark in 10 hours 28, shaving 30 minutes of the previous record.

YOUNG swimmers at HMS Heron raised £800 for children with special needs at their annual charity event.

The youngsters, aged between 4 and 16, raised the cash by swimming distances of up to 5,000m and invited children and staff from the Yeovilton Opportunities Group to their annual gala and BBQ to receive the money.

A BRAVE effort in the Hampshire Fire and Rescue Service Triathlon by HMS Dryad's PO Kevin Francis raised £126 for the Countess Mountbatten Hospice.

He had great difficulty in keeping his shorts on during the 500m swim, overshot the transition area at the end of the 15.5-mile cycle and ran out of steam slightly during the 4.3-mile run but battled on to finish in 1 hour 34.

HMS BEAVER's initial sea training department raised £143 for Bolton Baby Care Unit with a sponsored row.

The ship's training staff and 18 officer cadets rowed a marathon on the flight deck on a blisteringly hot day in the South China Sea, finishing in just 2hrs 51 minutes.

CAMPBELTOWN GATHERS GIFTS FOR ROMANIA

HMS CAMPBELTOWN hopes to make this Christmas an unforgettable one for orphans in Romania and is sailing for the Black Sea with a special cargo on September 1.

The Devonport-based Type 22 has been busy collecting unwanted toys through local schools and community centres to give to orphans living in and around the Romanian town of Constanta.

The appeal is the brain-child of WO Phil Lloyd who is now serving with the Second Frigate Squadron ashore.

Eighteen months ago he was deployed to the Black Sea and was deeply touched by the plight of the children he met

there and set up a similar project back in 1995.

When he told sailors on HMS Campbeltown about it they jumped at the opportunity to help.

Launch

Working closely with local people, began collecting the much-needed toys and the appeal was officially launched last month when children from St Budeaux Naval Youth Club visited the ship with some of the

toys that they had already collected.

Six Naval Community Centres, at Crownhill, St Budeaux, Torpoint, Tamerton Foliot, Plympton and Plympton, have been acting as collection points, but anyone who wishes to donate to the appeal, it's not too late.

You can still send toys directly to HMS Campbeltown, BFPO 248, marked 'Toys for Romania.'

When the ship arrives, the ship's company also hope to help with building work in Constanta's biggest orphanage, the Cernavoda.

The Chief's Mess in HMS Campbeltown raised £800 for the Children's Unit at Derriford Hospital by sweating out the Gibraltar Rock Race in fearnought suits.

Royal result for KGFS

MORE THAN 400 guests were invited to RNAS Culdrose for a fund-raising event for King George's Fund for Sailors.

A mini-flying display of a Gazelle of 705 Sqn, a search and rescue demonstration by a Sea King of 771 Sqn and 'beating retreat' by Royal Marines bandmen were highlights of the event which raised £3,000 for the seafarer's charity.

Visitors from Chernobyl



● The youngsters, pictured here with the organiser of the visit PO Wren Sam Smy and their interpreter, cross to Weymouth on Ian Robertson's boat 'My Girl.'

TWELVE poorly children from Chernobyl were VIP guests of HMS Osprey for a fun-packed day with the Navy.

The youngsters, who have thyroid problems after being exposed to fallout from the nuclear accident of 1986, started at the Bristow SAR helicopter where they were winched down from the cabin into the capable hands of aircrewman Tony Campbell.

Then it was on to the fire station where a spectacular firefighting display was laid on before a look around a Lynx helicopter with Lt Butch Bowers of 702 Sqn.

After lunch in the junior rates dining hall the children visited the survival section and saw aircrew go through their drills.

The children were then taken to Weymouth in Ian Robertson's pleasure boat 'My Girl' and enjoyed free games, rides and food in the 'Electric Palace' by courtesy of John and Jacqueline Holland.

More support for Special Olympics

MORE details of how the Navy supported July's Special Olympics in Portsmouth have been filtering through to Navy News.

A team from Whale Island who took part in the Snowdonia Marathon to raise cash for the event took on an even bigger challenge by entering this year's World Trail Championships.

The race demands that teams cover 80 miles over the rolling South Downs in under 20 hours and the sailors from HMS Excellent raised £2,400 for their efforts.

Commodore Peter Tribe, and WO Eddie Seaborne who led the fund raising, presented the cheque on behalf of HMS Excellent.

Meanwhile, Scotland's Special Olympics team were given a resounding send off by HMS Neptune's Volunteer Band and sailors from HM Naval Base Clyde.

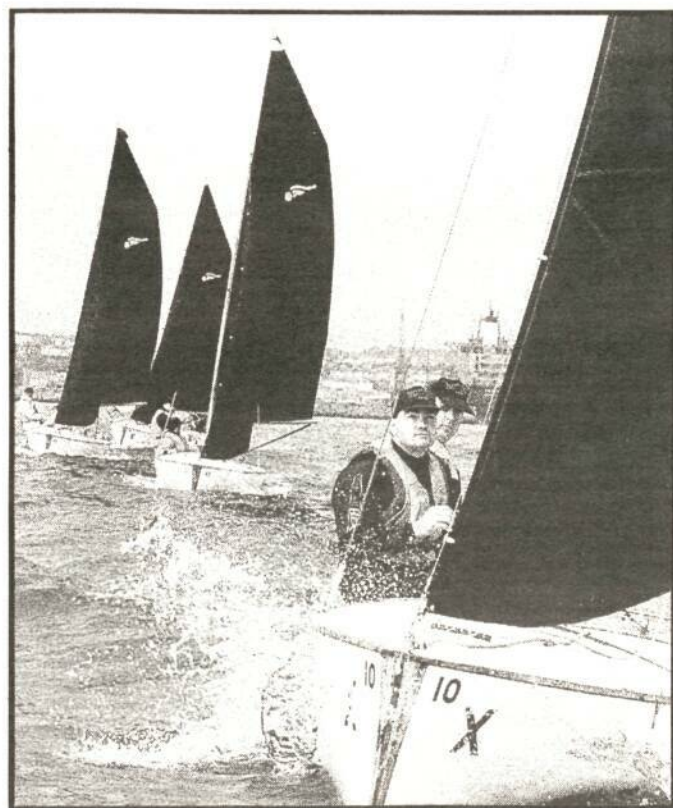
As hundreds of well wishers, families and friends gathered

at Glasgow Central Railway Station to see the competitors off, the band provided some lively music to entertain the crowd.

Emotion

And when the train finally pulled out of the station, the band added a patriotic note by striking up 'Flower of Scotland' for an emotional send off for its journey south of the border.

● Right: Neptune's WTR Simon Weller wishes athletes Liz Stewart (left) and Geraldine Fitzsimmonds good luck before leaving Glasgow station.



● Above: the mini-fleet of Bosun dinghies which covered over 60NM to raise cash for cancer related charities.

Far from plain sailing

THE SAILING centre at RNAS Culdrose raised £800 for Macmillan Nurses and the Marie-Curie Service with a demanding expedition by six Bosun dinghies.

They covered over 60NM visiting Portscatho, Porthallow, the Manacles and Tremayne Key where they spent a night under canvas, and battled through strong winds and wet weather, gaining valuable experience all the way.

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WELCOME ASHORE!

The Royal Alfred was established in 1865 to alleviate distress among seafarers, both serving and retired, and their widows.

Today, the Society provides full nursing care, as well as residential and sheltered accommodation, at establishments in rural Surrey and in Eastbourne. Convalescent and respite care is also available.

For further information, including the availability of accommodation, please contact the General Secretary.



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People in the News



● Bill Kirman (left), David Shiels (centre) and Peter Overfield.

Guarding democracy

THREE men who between them clocked 66 years in the Royal Navy have almost matched that figure in the House of Commons.

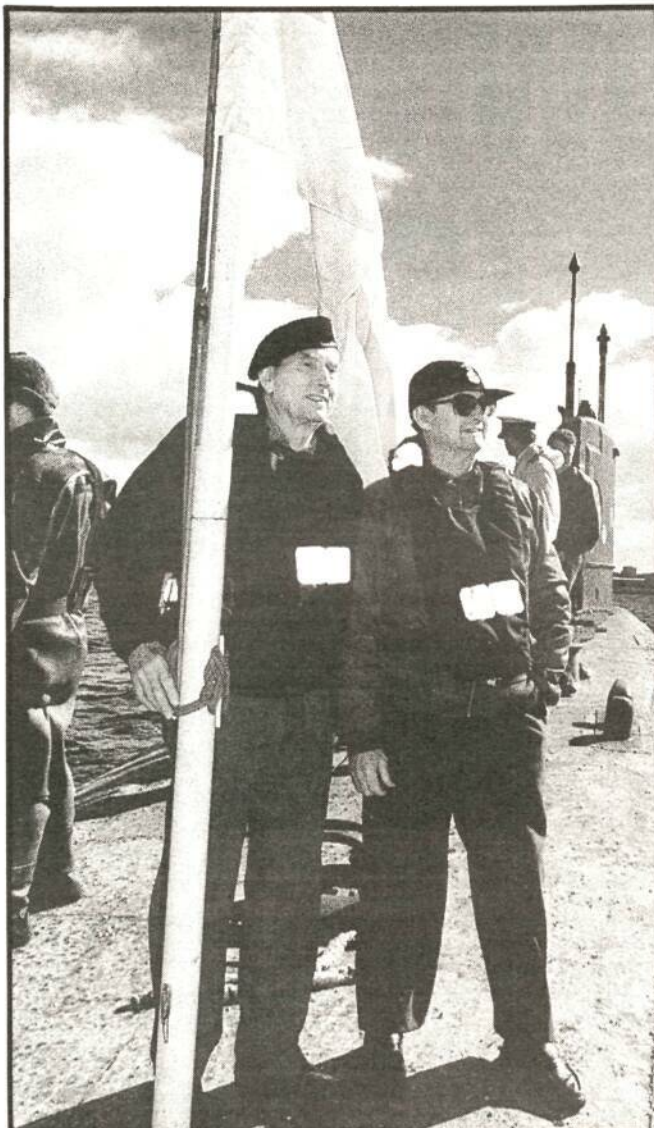
Ex-CPOEL(AIR) Bill Kirman, ex-CPOSTD David Shiels and ex-CPOGI Peter Overfield put in sterling service for the Navy.

They have now realised a further 62 years between them as doorkeepers at Westminster – David is Principal Doorkeeper and Bill is Deputy Principal Doorkeeper.

Global flight sets new record

AN EX-NAVY pilot is one of two Britons who have set a new record for flying round the world by helicopter.

Mike Smith (59) and Steve Good, who owns the single-engined Hughes 500D, flew the 19,982 miles in 13 days, 13 hours and 40 minutes to claim the record back from the USA.



Old hands visit new Trenchant

THOUGHTS flew back more than 50 years for two men at the quayside to greet submarine HMS Trenchant when she visited an Australian naval base.

Alf Jobson and Bill Lee, who now live in Australia, were crew members on the submarine of the same name which operated from Fremantle in 1945.

That Trenchant made a name for herself by sinking the Japanese heavy cruiser Ashigara in the Banka Strait on June 8 – the largest enemy warship sunk by a Royal Navy submarine during the war, and the last major submarine action of the war.

The modern Trafalgar-class nuclear submarine, at 5,208 tonnes, is almost five times the size of her T-class predecessor, and the amount of room impressed the veterans.

"In my day there was none of this air-conditioning," said Alf (72).

"You just put a towel round your waist and sweated til you dripped."

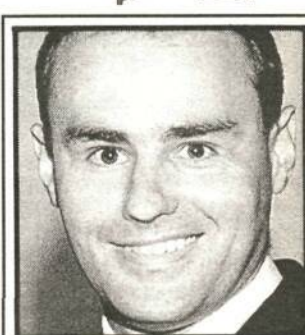
He and Bill, also 72, recalled that they could only wash every four or five days to conserve water, and that by the end of a 30 or 40-day patrol tempers would become frayed.

The climate of Western Australia so impressed the pair that they emigrated soon after the war, ending up in Perth.

But they were delighted to be invited on board the submarine, which was visiting HMAS Stirling, Rockingham, accompanied by sister HMS Trafalgar.

On her way to Australia Trenchant passed through the Banka Strait. Commanding Officer Commander David Forbes informed his World War II counterpart of the passage, and Vice Admiral Sir Arthur Hazlet – then a commander – replied with his best wishes for a good time in Western Australia.

● Memory men – Alf Jobson (left) and Bill Lee, who served with the 1945 submarine HMS Trenchant, try life on the 1997 version.



● Lt Andrew Kellett.

Medal for engineer

AN ENGINEERING student at HMS Sultan has been awarded a medal by the President of the Institute of Marine Engineers.

Lt Andrew Kellett received the Institute's Silver Jubilee Medal for best overall results, in all aspects of general and professional marine engineering training, from Mr David Cusdin.

Mr Cusdin, accompanied on his visit to the Navy's School of Marine and Air Engineering in Gosport by Institute Secretary Mr Jolyon Sloggett, also presented course accreditation certificates and unveiled the Institute's crest on Sultan's 1930 Sentinel steam lorry to commemorate its recommissioning after extensive repairs.

Lt Kellett, who completed the Systems Engineering and Management Course at Sultan, is currently Deputy Marine Engineer Officer in the Type 23 frigate HMS Norfolk.



● Maritime meister – LOM Chris Mallinder (right), from HMS Monmouth, with Sapper Kelly Male of 100 Field Sqn (Militia) work on a reinforced concrete tank turning pad.

You're in the Army now

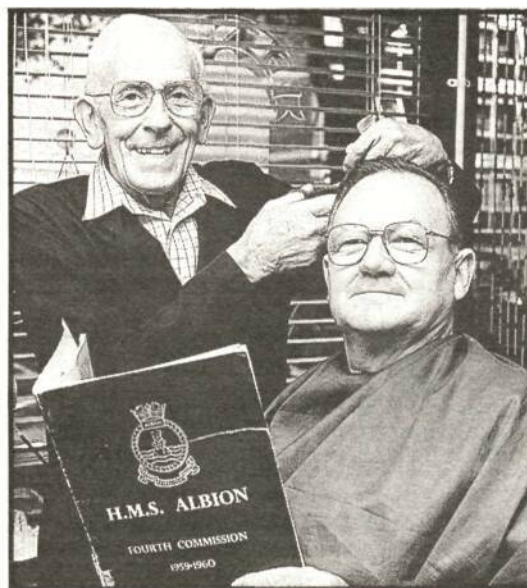
A PARTY of six from HMS Monmouth has spent a week with their affiliated Territorial Army regiment.

The party, led by Lt Cdr Martin Smith, was in Sennelager, Germany, with the Royal Monmouthshire Royal Engineers (Militia) for Exercise Militia Meister, attached to 100 Field Squadron (Militia), where they built a bridge abutment and concrete turning pad for tanks.

It was the third visit to the regiment for one of the party, SA Wayne Leaver, who risks being branded a closet pongo.

Three soldiers, members of 3 Troop, returned to the UK in Monmouth, a Type 23 frigate, when she sailed from Zeebrugge to Devonport.

Final cut from shipmate



● Final cut – Norman Thorne cuts Eric Greetham's hair for the last time at HMS Nelson.

RETIRED Officer Eric Greetham took a final trip down Memory Lane – to get his hair cut.

Lt Cdr Greetham, who retires for good when he turns 65 at the beginning of this month, first had his hair cut by Norman Thorne during HMS Albion's fourth commission in 1959.

In those days Eric was a POAF(Ordance), having already served in the Australian Navy and, on transferring, in a number of RN ships, including HMS Victorious, Eagle and Bulwark.

Three events stick in Eric's mind. The first was when he was official unit shepherd at a West Country air station which had 69 sheep, a task which fell to him as a member of the Buffer's Party.

The second was bringing home the HMS Terror Fleet Colour from Singapore in HMS Eagle, and the third is the day he received his MBE. Eric ends his working career at Captain Weapons Trials and Acceptance in Portsmouth.

Norman (63) has been a NAAFI barber for 44 years, joining Albion in 1956, where he and his brother Ray, also a barber, were in the same mess as Eric.

He has been at HMS Nelson for the past 29 years, though the amount of work has shrunk with the Fleet – he fondly remembers his Albion days when he had to work all weekend to cope with the workload.

First for Audrey

HMS NORTHWOOD has seen its first female Officer of the Guard to present arms and give the traditional naval sword salute.

Lt Audrey Broadhurst (31) was given the responsibility during the Royal Naval Reserve unit's annual Ceremonial Divisions.

The salute was acknowledged by Vice Admiral Sir Jonathan Tod, former Deputy Commander-in-Chief Fleet, who was the reviewing officer at the ceremony.

"It was a proud moment for me and my father, who travelled from Yorkshire to witness the event," said Audrey.

Lt Broadhurst joined the Reserve five years ago and combines this career with her full-time work as a network validation engineer for a computer company in Slough.

She regularly attends weekly training nights at the Middlesex-based HMS Northwood.

In her role as a communications officer she has spent two weeks training alongside the Royal Marines in Norway and a week on aircraft carrier HMS Illustrious.

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● 6 x 2 = 150 – Out of the 11 Chief Petty Officers currently on the staff of CINBERLANT Portugal, six have accumulated 150 years service between them and are currently on their second open engagement enjoying a long-awaited Local Foreign Service draft. Pictured are (from left): CPTI Dave Owen (25 years), CPOMET Dennis Law (25 years), CPOMA Carl Basson (23 years), CPOWTR Dave Feather (30 years), CPOWTR Tony Pallace (24 years) and CPOMEA Stu Naylor (23 years).

People in the News

In Brief

Ex-Wren back at former HQ

AN EX-Wren Signaller enjoyed a nostalgic visit to the Maritime HQ in Plymouth.

Mrs Brenda Craig, who served in 1944, enjoyed a VIP tour, including the Fleet Communications Centre.



● Mrs Craig.

After lunch in Admiralty House, Mrs Craig was presented with a framed wartime recruiting poster by Lt Cdr Anthony Mudge, Officer in Charge MHQ Plymouth, and Lt Kevin Cowie, Officer in Charge FLEETCOMMS Plymouth.

Airman wins ASW award

A GOOD idea for the use of Sea King passive acoustic processors has won POACMN Phil Thompson the Plessey Marine Air ASW Trophy.



Phil, Fleet Air Arm training manager at DERA Farnborough, won the award for his outstanding contribution to training and to helicopter ASW.

RAF man scoops maritime trophy

AN RAF man has won this year's BAe Maritime Warfare Trophy at HMS Dryad.



Flt Lt Dibble Clark won the trophy, an engraved ship's decanter, for the most original idea received by the Maritime Warfare Centre which warrants tactical development and inclusion in fighting instruction manuals.

Imagery skills

SGT JOHN Sykes RM has won an award for his skills in imagery analysis for No 1 Sqn at the Joint Air Reconnaissance Intelligence Centre.



● Sgt Sykes.

The Medmenham Trophy citation highlighted Sgt Syke's "excellent and unstinting support of the civil power", particularly the police and HM Customs and Excise.



Carrier tests its luck

THE SUPERSTITIOUS were excused one photo call carried out by HMS Illustrious during her Ocean Wave deployment.

When the Air Department lined up on the 13-metre wide flight deck there were three rows of thirteen people in front of a Sea King helicopter, bearing the number 13, of 820 Naval Air Squadron.

The date was Friday 13th, the local time 1313, and the carrier was steering a course of 013 in a relative wind of 13 knots from direction green (starboard) 013 degrees.

The fourth row contained nine people – presumably another four took fright at the inauspicious omens.

The carrier was due home at the end of August – see back page.

Editorial note: this story was edited and placed in this page at 1313 BST on August 13...

Picture: PO(PHOT) Tweedie, COMUKTG.

Bond visits base

ONE of the Royal Navy's most famous sons is stopping awhile at Portsmouth Naval Base.

Commander James Bond RN will be the centre of attraction at Boathouse No 6 when the world's first official Bond exhibition, The World of 007, comes to the historic dockyard this month.

The exhibition celebrates 35 years of the world's best-known

secret agent, who manages to fit in a Naval career while defeating evil forces around the world.

On display will be the Lotus Esprit submarine car from The Spy Who Loved Me, the Octopussy jet plane, Rosa Klebb's deadly poisoned shoe in From Russia, With Love, and Scaramanga's golden gun.



Numerous other gadgets, costumes and special effects feature in the nine galleries, and CD-ROM interactive stations allow visitors to peek behind the

scenes at the making of a Bond movie – the stunts, the cars, the villains and the Bond girls – as well as looking at the career of Bond's creator, Ian Fleming, him-

self a wartime Royal Naval Volunteer Reserve commander in Naval Intelligence.

The exhibition will run from the middle of this month until January – bracketing the December launch date of the new Bond adventure Tomorrow Never Dies.

Scenes for the film were shot on board Type 23 frigate HMS Westminster in Portsmouth Naval Base and at HMS Dryad earlier this year.

Naples man is surprise visitor

A SEARCH for a ship's photograph led to a surprise surprise trip home for one member of the Royal Navy serving in Italy.

WOWTR Steve Hamblin's father Ronald served in HMS Snowflake during World War II, and with his Golden Wedding this month, his wife Jean sought help from Cilla Black's Surprise Surprise TV show.

At the beginning of the year Steve got a call from researchers asking if he could present the picture to his father on TV, and in March he and his wife Jo were flown by LWT to London, put up in a hotel, and ex-LS Ronald Hamblin suspected nothing until his son appeared on set



● Cause to smile – WOWTR Steve Hamblin receives the clasp to his LS&GC medal from Vice Admiral Sir Michael Moore in Naples.

with the picture of the corvette.

Steve, who has two children, the eldest born in Naples during an earlier posting, was recently presented with the clasp to his LS&GC medal.

Life in Naples – see page 13

Nelson children visit Victory



● Attention class – Karey Mayers with children at Nelson Primary School, Birmingham.

A MIDLANDS school with a Naval link has paid a visit to Portsmouth – thanks to the Royal Naval Reserve.

A group of 47 pupils from Nelson Primary School were accompanied by teacher Karey Mayers, a member of HMS Forward, the RNR unit in Birmingham which funded the trip.

The children visited Nelson's flagship HMS Victory, and looked in at the RN Museum.

Many of the children have not been on trips outside the Birmingham area, so the trip south proved quite an adventure.

"Some of the children's families can't afford to send them on normal school trips, so it's a real thrill to give them this opportunity," said Karey.

"The Navy has helped me to bring a little sunshine into their lives and I'm sure it's a day they'll never forget," said Karey.



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705 HOVERS ON ON RETIREMENT



● First Sea Lord Admiral Sir Jock Slater presents Lt Steve Hindmarch of 79 RN Pilot's Course with his wings at 705 Squadron's final parade. Seven members of 81 RNPC who were the last of over 3,000 pilots to pass through 705 will receive their wings after Operation Flying Training due to a change in policy.

THE CLOSURE of 705 Naval Air Squadron in October marks the end of single-service basic flying training for rotary wing pilots.

The squadron from RNAS Culdrose formally disbands on October 31st when all basic rotary wing training will be taken over by the new Defence Helicopter Flying School at RAF Shawbury, Shropshire.

705 NAS was founded in 1936 and operated Swordfish aircraft in the North Atlantic and West Indies until it was temporarily disbanded in 1940. Recommissioned at RNAS Gosport in 1947, the Squadron was equipped with the R4 Hoverfly and charged with the crucial task of evaluating the helicopter for Royal Navy use.

705 went on to take respon-



● Lt Cdr Mark Osman (CO of 705 NAS) and his instructors squeeze into a Gazelle designed for five!

sibility for basic helicopter training on Hiller, Whirlwind and Dragonfly aircraft.

The squadron moved to its current location in 1957 and was re-equipped with Gazelle HT2s in 1974. The squadron has taken responsibility for numerous other tasks, including the training of observers and aircrewmembers and providing the Navy with the Sharks helicopter display team until 1992.

The present complement of the Squadron CO and eight staff is a significant reduction on the 23 staff and 40 students of only a few years ago.

To mark the closure of the squadron there will be a 'happy hour' in the wardroom at RNAS Culdrose on Friday October 17 at 1645.

Past and present members are invited to contact Lt Jim Cobbett on 01326 552186 for details.

706 AND 810 TO MERGE

WITH THE introduction of the Merlin and the resulting reduction in the Sea King fleet, 706 and 810 Naval Air Squadrons will amalgamate next year.

Currently, 706 Sqn undertakes advanced flying training on Sea Kings while 810 does Operational Flying Training.

But as the Merlin begins to enter Service there will be a shift in requirements and a new, combined squadron known as 810 NAS will have sole responsibility for all ASW training on the Sea King.

The new squadron will be based at Culdrose and is set to take charge in February with 706 disbanding shortly afterwards.

706 Sqn first appeared in Australia during the last year of World War II but reformed at HMS Siskin, Gosport, in 1953 to evaluate the first airborne anti-submarine detection systems.

After successful trials with the Whirlwind and Hiller helicopters, they were redesignated 845 NAS, the first ever front-line anti-submarine warfare squadron.

A number of squadrons moved to Culdrose in the early 60s, and in 1962, 706 Squadron reformed there from the nucleus of 700(H) Flight with the Wessex HAS Mk 1.

As well as their training responsibilities, 706 Squadron has played a key role in search and rescue operations over the years.

Air Day dazzles despite drizzle

OVER 25,000 visitors swarmed to RNAS Culdrose in Cornwall for the air station's International Air Day on July 25th.

It was the first time for a quarter of a century that the event had been held on a Saturday but the flying programme was seriously threatened by bad weather on the day.

While fog and drizzle persisted the static display, with scores of British military aircraft of yesteryear and their modern-day counterparts held visitors' interests.

There were aircraft from as far away as France, Germany, the Netherlands and Russia

and displays on every aspect of Culdrose's work.

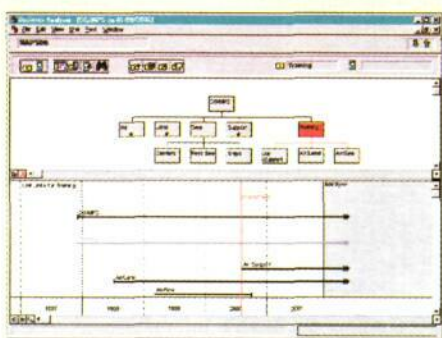
Representatives of the leading aviation companies were on hand to talk to, there were scores of stalls selling souvenirs and aviation memorabilia and fun fair rides to enjoy.

When the flying programme eventually got underway Naval aircraft such as the Gazelle, Sea Harrier and the Historic Flight's Swordfish played a starring role and the event was extended until 7pm to make up for lost time.

□ The day before, hundreds of Fleet Air Arm veterans enjoyed a day out at Culdrose as special guests of the air station.

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819 SPREADS ITS WINGS!

PRESTWICK-based airmen from 819 Squadron spread their wings and spent much of the last year away from their traditional area of operations in Scotland.

One Sea King and 29 officers and men led by Lt Cdr Dave Wolstenholme have been based in RFA Fort George for the Ocean Wave deployment.

Portugal

At the same time, two aircraft and 60 men under Major Crash Roberts CAF has regularly embarked in Fort Victoria for JMCs, ASWEXs and the NATO exercise 'Linked Seas' which took them as far as Portugal.

Meanwhile, 819 Squadron has maintained a 24-hour search and rescue service flying 130 live missions and supported numerous ships and submarines working up in the Clyde exercise area.



● TOP: 819 Sea Kings have flown 130 live search and rescue missions this year all over Scotland and Northern England. ABOVE: Lifting 1,474lbs from the flight deck for HMS Beaver on Ocean Wave.

Breathtaking Naples can drive you to distraction – usually through a red light

Escaping in Little Agrippa

ONE OF the prized possessions of the British community in Naples is Little Agrippa.

The 27ft motor launch, capable of 25 knots, is available for hire at £32 a day, and provides a pleasant escape from the bustle and dirt of the city.

POWTR John Grange and PO (EW)(O) Nigel Hands, in charge of Little Agrippa, said the boat was paid for by the Nuffield Trust, which provided a cheque for £15,000 for part-payment on a yacht last year.

"We couldn't raise the rest of the money and a yacht would not have served many people, so we were asked to go and find a motor launch type vessel" said Nigel.

A local dealer, Italmotor, provided the boat tax-free and at cost price.

People are taught how to handle and maintain the boat, and are tested on it.

The boat can reach some 50 miles or so up and down the coast, including Sorrento and Capri, and is usually fully booked well in advance – on current take-up, at the end of the boat's working life it will have paid for its replacement.

● **Little Agrippa (below) – PO(EW)(O) Nigel Hands steers Agrippa's boat away from the NAVSOUTH building, while WRO Lisa Roberts, WRO Kirsty Sass, WWTR Julie Crompton and LS Jason Clark enjoy the sunshine.**



● **Dancing troops – the UK Community Morris Dancing team prepares for action in traditional manner at the annual British Fete in Naples. The team features nine Servicemen (six from the Royal Navy and one Royal Marine) and a civilian. Although they have been performing at events in Naples for three years, Service postings means frequent personnel changes and a need to learn new skills – fast!**

Navy's Italian job

Report: Mike Gray
Pictures: LA(PHOT) Steve Lewis, 2SL

IT SEEMS appropriate that the headquarters of NATO's most volatile region should be in the chaotic city of Naples.

Forced out of Malta in 1972 by Dom Mintoff's new regime, NATO commanders turned to Italy, and the unique city which sprawls north from the slopes of Vesuvius across a picturesque bay, bounded by the beautiful islands of Capri and Ischia.

At first glance, a posting to Naples would seem perfect – Mediterranean sunshine, breath-

taking vistas and unrivalled historical sites, with Rome two hours to the north.

But there are drawbacks – the heat can be oppressive, while winters may be damp and gloomy, and although there is a corporate identity in the new HMS Agrippa, commissioned in June, there is no military focal point for the British.

Most live out amongst the Neapolitans, and must get by just as the locals do – including learning Neapolitan driving techniques...

A key figure is that of the Families Officer at the UK National Support Unit, WOTR Steve Hamblin, who says the image of fun in the sun can be way off target.

Looking through the eyes of a newcomer, Steve paints a picture of patchy bus services, fearsome roads, poor or non-existent pavements and language barriers between yourself and neighbours, workmen and bank managers.

"But I'm proud of the Navy people out here, how they adapt – they really hit the deck running," said Steve.

"The wives are a tower of strength – you've only got days

to acclimatise, find a house and get your life in order before starting your new job.

"The Navy wives invariably are better positioned to deal with this, to fend for themselves as their husbands have been away on ships.

"Naval wives are a shining example to other wives as to how to cope with all the problems."

It is Steve's second posting to Naples, and he can see beyond the minor niggles to the potential benefits.

"Italy's a beautiful country. Look at Naples – you drive to work and see Vesuvius every morning, and the island of Capri. Pompeii's just over there. The history is just tremendous, and the food is wonderful.

One benefit is the scope for sport – adventurous training officer Lt Peter Laggan can lay on scuba-diving, hill-walking and rock-climbing, and for the winter, Naples is only two hours' drive from two ski resorts.

Britons also have some use of the US Services' sports and leisure facilities – with a community of 10,000, it is possible for Americans to ignore the local economy, spending dollars in US-style shops. One moan is universal – driving.

Neapolitans do not stop at red lights, but traffic flows because those on a green light drive through (relatively) cautiously.

To the new arrival in Naples, high-speed dodgems on a crowded motorway can be exhilarating – but the fun wears a bit thin after a few bits have been knocked off the car and you've crawled through a smoky, exhaust-choked tunnel twice a day for a week or two.

Instability is the new NATO foe

THERE are around 150 UK Service personnel in Allied Forces South (AFSOUTH) or other Italian postings, with the RN accounting for the bulk – mainly in Allied Naval Forces Southern Europe (NAVSOUTH), with 48 people.

Their work covers all skills – planning, operations, logistics, intelligence and communications among them, many of which were tested during operations in the Balkans.

"People at AFSOUTH are well to the forefront in looking ahead to the way NATO is going – it's an area of great interest, as it includes parts of the old Eastern Europe, the Middle East and North Africa, all of which have some bearing on us," said Sqn Ldr Nigel Branston RAF, AFSOUTH Public Relations Officer.

"The Commander-in-Chief, Admiral Lopez, uses the term 'instability is the enemy' – meaning there is no one actually threatening NATO in the Southern Region, but there is so much potential for instability.

"There's no doubt amongst the five main nations who make up AFSOUTH, and others, that Britons across the board are highly-regarded as being extremely professional and proficient military people."

AFSOUTH plays a major role in the Partnership for Peace programme, exercising with former Iron Curtain opponents.



● **Egging them on – CPO(PT) Gary Aldridge encourages young competitors from the British School in the egg and spoon race at their sports day (above) while Cdr Mark Rothwell concentrates on the adult version of the race at the NATO AFSOUTH sports stadium in Naples (right).**



British import summer fun

WITH no obvious focal point – no wardroom, mess or base as such – the onus for fostering community spirit falls mainly on the British Forces School in Naples.

Head teacher Ian Hemelik, who joined in January, has a roll of 82 pupils aged four to 11, the majority Navy, and a teaching staff of five full-time and one part-time, plus assistants.

There are also some Canadians, Americans and Italians, and a Belgian, who all pay – so popular is the school that there is a waiting list for non-Britons.

At 11 pupils go on to the International School, the US High School, or boarding school in the UK.

"It's very much a community school; the support from the parents is fantastic. In that respect it's like a village school," said Mr Hemelik.

"It's used for community events; there's a committee, the Friends of BFS, and social functions."

Children follow the same curriculum as back home but the level of resourcing and teacher-pupil ratios are so good that pupils are generally better-than-average achievers.

The school had a very favourable Ofsted report in March, and has been chosen as a pilot school in the National Literacy Project next term.

Another demonstration of British community spirit is the annual British fete, held in the extinct volcanic crater of Carney park, the American forces' sport grounds.

NATO colleagues queued for fish and chips, failed dismally at the yard of ale, and picked up British delicacies such as Marmite and salad cream from various stalls.

There was also a confident display of morris dancing by Armed Forces volunteers, mainly Naval, and the whole event, in fierce sunshine, raised £7,000 for charities in Naples, the UK and for Service charities.

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 **SEA BED**

New stone for a humble hero of the Redan –

THE Grave of Boatswain's Mate Henry Curtis, one of the Navy's very first VCs, was just a bit unquiet.

It had fallen into neglect – and nearly 80 years after the hero of the Redan had been laid to rest at Kingston Cemetery, Portsmouth, the plot was shared by another occupant, one Malama Papadopolous.

Thanks to the efforts of the late Walter Sell of Greenwich RNA, who spent the last two years of his life raising funds and working to ensure that every Naval VC buried in an unmarked grave should receive a fitting memorial, and with the permission of Mrs Papadopolous's family, Curtis was duly honoured with a moving ceremony last month.

His grave was actually traced by a retired Metropolitan Police officer, Mick Barnbrook, who found that around 100 VCs graves were unmarked in the UK.

Portsea Island Co-operative Funeral Services donated the headstone and Portsmouth RNA and RNOC Club provided the appropriate ceremonial, attended by RNA general secretary Bob McQueen and southern England president Admiral Sir Derek Refell who were joined by the



● Henry Curtis VC

Commodore HMS Nelson, Cdre John Hart.

Henry Curtis was born in Romsey, Hants on Dec 21 1822, the son of a carpenter. He joined the Royal Navy in 1841. In August 1851 he left to join the Coastguard – but was, in his own words, "picked up" for service in HMS Rodney a few months later.

Promoted to Boatswain's Mate,

he was ashore in the Crimea with the Naval Party at Sevastopol on June 18 1855 when he took part in the attack on the Redan.

Only one man – Michael Hardy, a Royal Marine – managed to penetrate the inner glacis, but was killed. The survivors fell back to the Allied trenches across ground covered with wounded, dead and dying men.

A soldier of the 57th Middlesex Regiment was spotted, sitting up and calling for help. Curtis, with Lt Henry Raby of HMS Wasp and Captain of the Forecastle John Taylor of HMS London ran across open ground under heavy fire to carry him back.

All three were gazetted for the Victoria Cross in the first list of 24 February 1857 – and Curtis received his from Queen Victoria at Hyde Park on 26 June of that year.

He rejoined the Coastguard in November and soon after married Maria Morley – a brewer's daughter from Alverstoke described on the marriage certificate as a 'minor'. Later he got a berth as a quartermaster on a cross-channel steamer sailing from Southampton and died at Portsea in 1896.

– and another for Duncan of Camperdown

A 7ft statue of Admiral Adam Duncan is to be unveiled in Dundee High Street on the 200th anniversary of his victory at Camperdown.

Fife sculptor Janet Scrymgeour has created a dramatic image of Duncan – who was himself said to be well over 6ft – which will be set on a 5ft plinth near his birthplace at Seagate. The public will see it for the first time on October 11.

Meanwhile plans to move his statue in St Paul's Cathedral, London closer to that of Nelson have been abandoned.

Canon Michael Saward wrote to Duncan's descendant,

Captain James Crawford, of Wormit, Fife, explaining that the statue had been found to be so securely bonded to its base that any attempt to move it might have caused significant damage.

His memorial stands in the west end of the Crypt, which was re-opened last month following extensive renovation.

Duncan was made a Viscount after he defeated the Dutch fleet under Admiral de Winter. It was a victory no less

important than those of Nelson which soon unfairly eclipsed it in popular memory – see next month's special feature by RN Museum Chief Curator Colin White.

● In Nelson's Footsteps, a three-part series tracing places in England associated with Nelson and presented by Colin White opens on Meridian TV on September 7 and on Anglia on September 14



THE PRIZE OF FISH

HMS DULVERTON's energy in Fishery Protection duties – a consistently high boarding rate with one in 30 resulting in detention of guilty vessels – has won her the Soberton Trophy.

Her CO Lt Cdr Simon Kings (whose work this year earned him an MBE) received the trophy from the president of the RNA, Vice Admiral Sir Roy Newman.

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'Now Sergeant - what's all this about the model lasting longer if it's put up on a lorry?'

NEWSVIEW

Gus Britton, MBE

FEW Ordinary Signalmen can have had an admiral deliver their funeral address. Fewer still can have counted one as a personal friend.

Gus Britton's obituaries in *The Times* and the *Daily Telegraph* were a good bit longer than those accorded most admirals, too. A fact that would have astonished and amused him no end.

Over 300 people crowded into Portchester Crematorium to remember the RN Submarine Museum's longtime archivist who, as reported last month, died suddenly at the age of 74.

"We have been enriched by his life and the memory of a modest and generous gentleman," Rear Admiral Tony Whetstone told them.

Gus's generosity was his outstanding virtue. His encyclopaedic knowledge of the RN Submarine Service and his readiness to make it available to enquirers of all kinds brought him a wide circle of correspondents all over the world. He became internationally known and respected as a reliable authority in a subject that is notoriously a minefield of inaccuracies.

Almost every book of note on RN submarines that has appeared over the past 25 years has carried his name in the credits. For the media in general - including *Navy News* - he was always the first point of contact.

He was also a tireless worker for good causes - particularly those associated with the Submarine Service. At the age of 65 Gus, a one-time Navy 100 yards and 200 yards swimming champion, valiantly ploughed across the Solent to the Isle of Wight and back to raise money for the Submarine Old Comrades Association.

Five years later he made a sponsored parachute jump into the same waters in support of the Submarine Memorial Fund (after leaving the Navy he had joined the City of London Royal Marine Reserve Special Boat Section and qualified as a parachutist).

Gus completed 17 war patrols. He survived severe depth charging in HMS Trident off Capri and guided in the assault on Anzio from the bridge of HMS Uproar.

After the war he served in the submarines Tapir, Acheron, Seascout, Totem, Scythian, Telemachus and Truculent - leaving the latter shortly before she was sunk in collision with a tanker in the Thames estuary in January 1950.

"Were Gus to have been a stick of rock it would have read 'submariner' all through," Admiral Whetstone remarked at the end of a warmly affectionate tribute that brought tears to the eyes of many of his former comrades who turned out to do him honour.

As Gus would have appreciated, they were mostly tears of laughter. As his friend delicately put it: "While his courage (he rescued a shipmate from drowning on at least one occasion) and ability were never in doubt, he did not display a burning ambition for advancement - possibly because becoming a Yeoman of Signals would have meant returning to the dreaded General Service - and his character assessments, including as they did the fall-out from enjoyable runs ashore, rarely matched his professional skill..."

"His contributions to SOCA News were greatly appreciated and there must be many, like myself, who turned to Gus's article first. That said, some of Gus's uninhibited comments must have made ears burn in the corridors of Whitehall and the RAF Club..."

The Submarine Service has lost one of its great characters - and a rock of support the like of which it will not see again.

● A Memorial Service to Gus Britton will be held at HMS Dolphin, Gosport on September 12 at 4p.m.



Funds in combined weight behind Neptune

GRANTS totalling more than £80,000 have been made to improve sports facilities at the Clyde Naval Base.

At the summer meeting of the Sailors', Fleet Amenities and Fleet Recreational Funds, half the cash went towards a new yacht for HMS Neptune while half was set aside for fitness equipment for the new Weights Room there.

HMS Dryad was returning £3,000 from grants awarded at last December's meeting for its own yacht replacement, sale of the old one having realised a better price than anticipated.

Other grants went to:

Regular Forces Employment Association - £11,550 (half year grant).

Union Jack Club - £1,417 (annual grant).

RN Birdwatching Society for Exercise Diego Survey - £1,088 (Sailors Fund), £362 (Fleet Amenities Fund).

RN Theatre Association for RNTA production at the Edinburgh Festival Fringe 1997 - £1,500 (SF), £500 (FAF).

Second Sea Lord/C-in-C Naval Home Command for RN/RM expedition to Morocco 1998 - £1,313 (SF), £437 (FAF). Sports Lottery contribution - £318.

HMS Heron, Yeovilton Motor Club for Catalytic converter emission analyser - £2,756 (SF), £919 (FAF).

White Ensign Association for upgrading of computer system - £3,750 (SF), £1,250 (FAF).

HMS Dolphin for refurbishment of WOs and SRs mess bar kitchen - £3,900 (SF), £1,300 (FAF).

HMS Excellent, Portsmouth Field Gun, for fixed seating at Hole in the Wall Club - £3,900 (SF), £1,300 (FAF).

HMS Nelson, Hilsa Naval Community Centre for refurbishment of carpet and curtains - £4,875 (SF), £1,625 (FAF).

HMS Heron, Heron Powerboats for assistance with club costs - £2,000 (FAF).

HMS Collingwood to upgrade sound system for All Rates Club - £4,902 (SF), £1,634 (FAF).

RN Kayak Association for purchase of competition canoes - £3,000 (SF), £1,000 (FAF). Sports Lottery contribution - £2,568.

HMS Heron, Heron Gliding Club for SZD 50-3 Puchacz two-seater with instruments, radio and parachutes - £5,250 (SF), £1,750 (FAF). Sports Lottery contribution - £1,916.

RN Cricket Club for Competition South Africa - £3,825 (SF), £1,275 (FAF). Sports Lottery contribution - £3,000.

CTCRM for refurbishment of Officers Mess anteroom - £12,500 (FAF).

RN Air Station Culdrose for golf driving range - £11,707 (SF), £3,902 (FAF).

HMS Heron, Naval Air Command Riding Centre, for rejuvenation of same - £15,000 (SF), £5,000 (FAF). Sports Lottery contribution - £2,124.



Sign on here!

AT THE opening of the new Armed Forces Careers Office at Portsmouth are (L-R) CPO Paddy Moran, Sgt John Edney and Sgt Bill Marshall, RAF.

Picture: LA(PHOT) Dave Coombs

MANCHESTER MARSHALS TOP YACHTS AT COWES WEEK '97

HMS Manchester was the official guardship for more than 900 yachts during Skandia Life Cowes Week off the Isle of Wight.

The ship welcomed 400 visitors during the week, including The Duke of Edinburgh and Prince Michael of Kent, and hosted a number of cocktail parties.

Manchester is the first Type 42 to take on the high-profile job and as well as monitoring the sailing, many of the ship's company joined in with a sports tournament ashore, competing in

golf, hockey, football, squash and netball.

Admiral Sir Michael Boyce, who flew his flag in HMS Manchester, said in a signal to the ship's company: "You have been excellent ambassadors for the Service and maintained the highest standards in conducting this prestigious and high-profile duty."

"There is no doubt that your very smart ship and fine people have been extremely welcome at Cowes."

● Right: HMS Manchester on duty at Cowes.

Picture by courtesy of the Southern Evening Echo



Corking good time for Ledbury and Quorn

HMS Quorn makes her way serenely over the mirror-calm Celtic sea, turned to the subtle shade of Bailey's Irish Cream by an evening sunset. The ship was paying an informal visit to Cork after the latest round of MCMV Squadron exercises.

HUNT class minesweepers HMS Ledbury and HMS Quorn paid an informal visit to Cork in the Irish Republic after their latest squadron exercises.

After a successful sports day at HMS Temeraire where Ledbury retained the coveted Lion Trophy, the ships sailed for exercises off Plymouth before heading for Cork.

It was only the third visit to the Irish Republic in 20 years and the ships and the sailors in them were warmly welcomed and enjoyed the wide range of activities laid on for them. The hurling match final between Clare and Tipperary pro-

vided an additional attraction and a party was held on board for a group of under-privileged children.

During the visit, the Deputy Commander Fleet, Vice Admiral Jeremy Blackham, hosted an official reception on board the ships which was attended by Commodore JJ Kavanagh, Flag Officer Commanding the Irish Naval Service, civic leaders and Irish military officers.

Courtesy visit

The ship sailed with the DCF embarked in HMS Ledbury and once in international waters he made a courtesy visit to Commodore Kavanagh in his flagship Le Eithne.

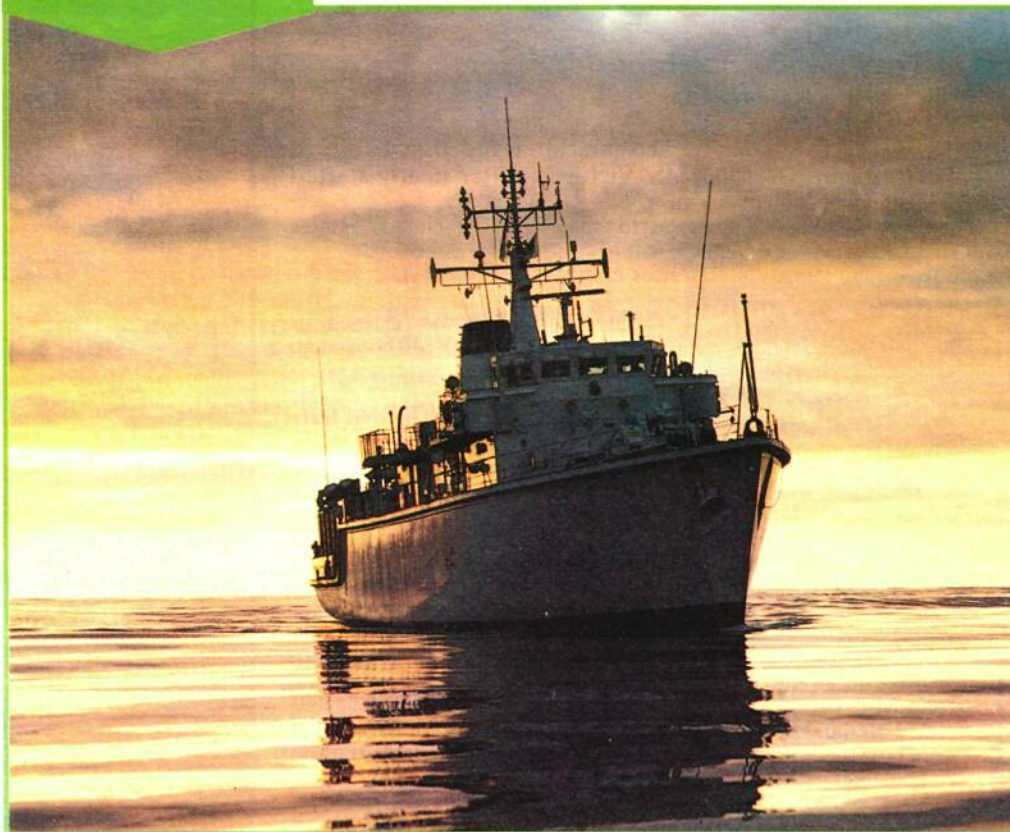
The ship also took the opportunity to carry out search and rescue and common fishery policy acquaints.

Ledbury acted as a disabled fishing vessel with a fire and loss of steering, enabling teams from Eithne to investigate and tackle the problems and to discuss fire-fighting and rescue techniques.

RN personnel were also briefed by Eithne on fishery protection practices.

● Top right: Deputy Chief Fleet, Admiral Jeremy Blackham, departs from HMS Ledbury to make a courtesy call on Commodore Kavanagh in his flagship Le Eithne.

● Above right: members of the Irish Naval Service get acquainted with firefighting techniques practiced on board HMS Ledbury.



Middleton and Archer escort tall ships

WHEN ABERDEEN played host to the start of the tall ships race HMS Middleton and HMS Archer found themselves playing a key role in the colourful spectacle.

Middleton, the guardship for the event, had a full programme of formal and informal events from official calls and receptions to a charity football match alongside in Aberdeen Harbour.

HMS Archer was crewed up with honorary midshipmen from

both Aberdeen and Glasgow URNUs who were undertaking their annual summer training and acted as press and VIP launch and had a very busy and enjoyable programme.

With the shore festivities over, Middleton (below) left harbour with the official saluting party embarked and took up position as escort ship with the magnificent sailing ships sailing past, paying their marks of respect on their way to the start of the race.



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● Above: Peter Goodwin, curator of HMS Victory, doubles as a rather swarthy Admiral Horatio Nelson at the start of the 200th anniversary re-enactment of the attack on Santa Cruz. Peter appears as an altogether more healthy-looking specimen than Nelson did in 1797. His right eye, injured at Calvi, was by then fixed and dim and milky blue, his hair was almost white (so it needed no powder to make it whiter still, in the fashion of the day), and he had lost so many teeth that his cheeks had sunk in.

● Left: After the battle he was also minus his right arm. He was then 38.

● Below: Lt Cdr Mike Cheshire (left), CO of HMS Victory, and HMS Grafton's CO Cdr Nick Stanley take turns to watch the action through Nelson's own telescope. The admiral bequeathed it to his friend Capt Hardy who later passed it on to Lord Grafton. The present Lord Grafton has close links with the Type 23 frigate and lent the telescope to Cdr Stanley for the visit.



NELSON'S REVISITED

'Success covers a multitude of blunders, and the want of it hides the greatest gallantry and good conduct'.

Thus did Nelson try to put a gloss on the biggest mistake of his career – the attack on Santa Cruz, Tenerife where the 'Nelson Touch' was notably lacking. He lost the vital element of surprise as his vessels were swept along the coast by an unusually strong inshore current – but made two more attempts on the stronghold, the last at night and against the advice of his army commanders. It was repulsed with heavy loss of life – and nearly cost Nelson his own.

The Spanish garrison behaved with great generosity to their defeated foes – and 200 years later HMS Grafton was also warmly received in Tenerife as she arrived to re-enact Nelson's darkest, and the island's finest hour.

Lorraine Coulton reports:

TWO HUNDRED years after the first battle of Santa Cruz, HMS Victory's cutter nearly started another one...

The boat had been taken to Tenerife to re-enact Nelson's famous defeat – in which he lost his right arm – as he made three attempts to storm the defences and capture the island from the Spanish.

The Victory's Keeper and Curator, Peter Goodwin (dressed for the part as Nelson) led the assault. He was 350 yards offshore when he fired his first shot from the small cannon in the cutter's bows.

"I asked the gunner to put an extra charge in as I wanted no-one to be in doubt that the proceedings were underway," he told *Navy News*.

"The resultant bang startled the Royal Regiment of Wales on the jetty, echoed around the hills setting off clouds of pigeons – and set off all the car alarms. And the gunner split his trousers..."

The cutter had been carried to the Canaries by the Type 23 frigate HMS Grafton – which also started her visit off with a bang as she fired a 21 gun salute, receiving one in return from the Spanish, fired from high up in the same hills that were the scene of savage hand-to-hand fighting two centuries before.

It is a 30ft working replica, crewed by volunteers from all walks of life – including a doctor, a fireman, builders and a marketing consultant.

As Peter and his crew came in fighting, the streets of Santa Cruz were crowded with thousands of spectators, every available rooftop and balcony packed with people straining to see the action.

After 'Nelson' and his men had landed, the Corps of Drums, 1st Battalion The Royal Regiment of Wales played 'Hearts of Oak'. All then marched through the streets along with the Spanish Imperial Guard and the Spanish Artillery, dressed in period costume.

The parade finished in the Plaze de la Candelaria, main site of the 1797 battle, where all who fought and died there were commemorated.

The Royal Regiment of Wales were present as their forebears of the 69th Regiment had served as Marines in RN ships in those days, had fought at the Battle of Cape St Vincent and so were almost certainly at Santa Cruz, too.

In the aftermath of the latter fight, the Spanish showed great humanity by ferrying the wounded and captured British sailors and marines back to the British flotilla. Commander-General Gutierrez even invited the British officers to dinner.

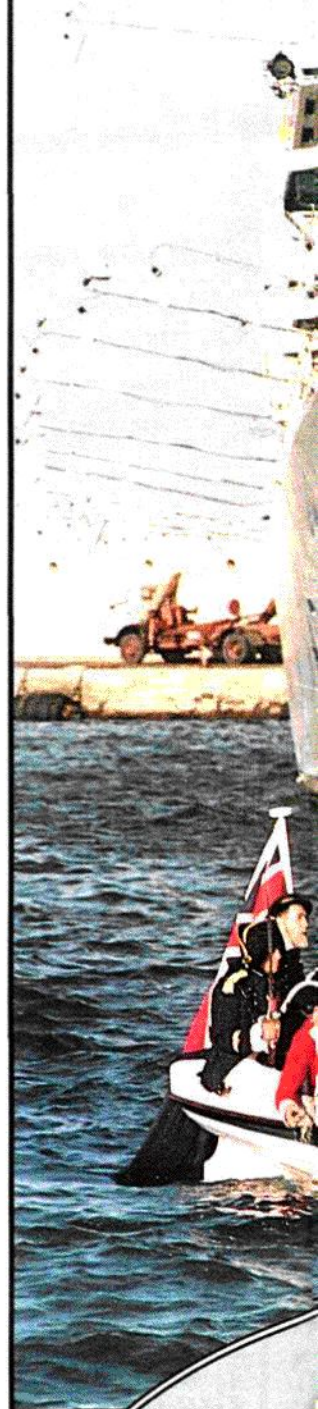
As Nelson tended his wound on board HMS Theseus he wrote a letter of thanks – with his left hand – and sent over to the Spanish general a Stilton cheese and a barrel of beer. In return he received two demijohns of the best Canary wine.

In 1997 the CO of HMS Grafton repeated the courtesy, following a suggestion from the 1805 Club. He invited the Military Governor of Santa Cruz on board to receive a round of Stilton from Colston Bassett Dairy on a board made from Victory oak – and had a barrel of Malmsey in return. Plus one for the Victory cutter.

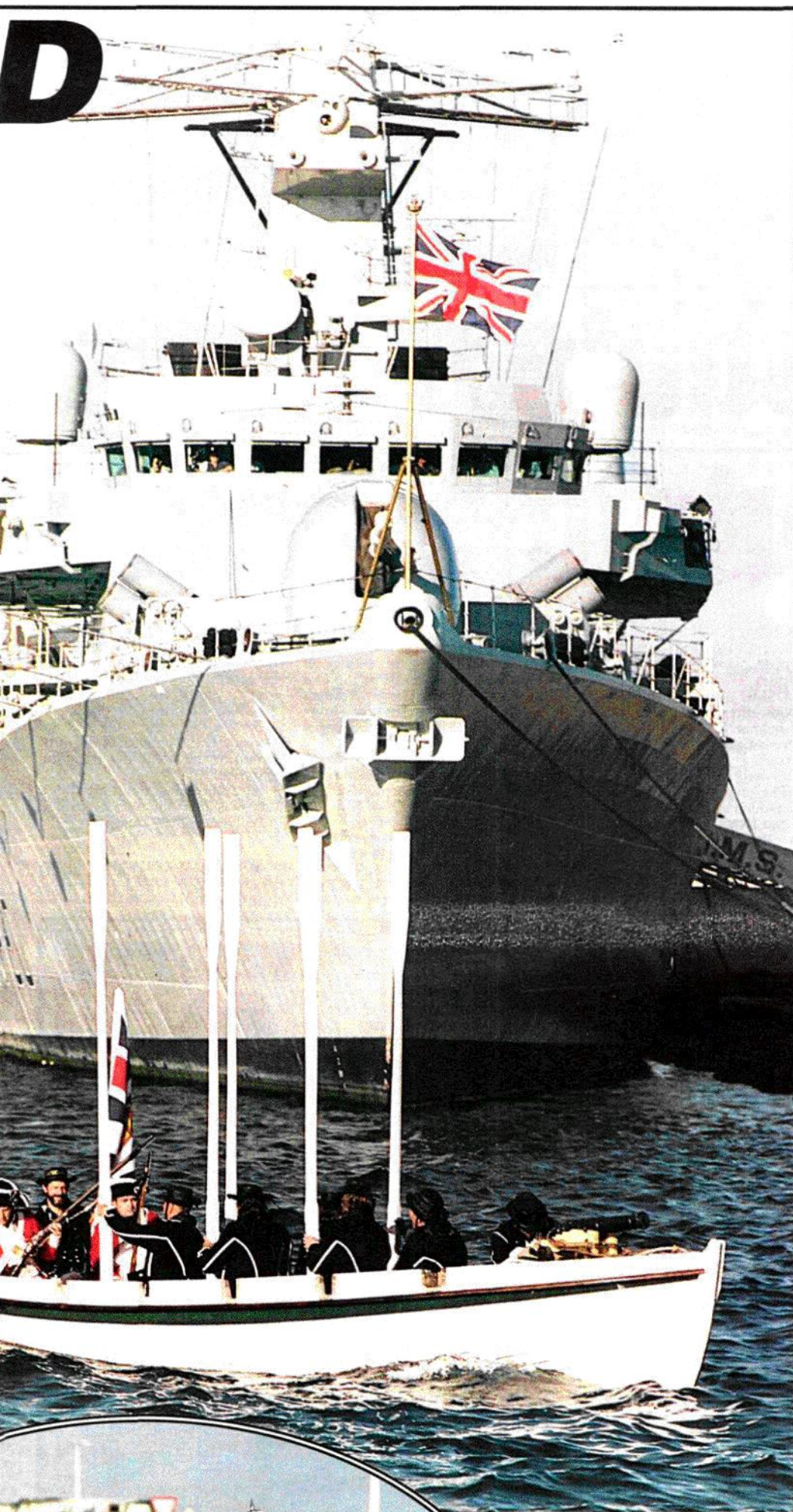
Nelson's great-great-grand-daughter, Anna Tribe, also took part in the ceremonies. She made a speech in Spanish at the Mayoral Reception thanking the local populace for their warm welcome.

The visit ended with a Holy Mass in honour of Los Heroes del 25 Julio at the main parish church of Santa Cruz, where the Spanish Commander of the islands in 1797, General Don Antonio Gutierrez, lies buried, followed by another parade involving all the official participants, including a guard from HMS Grafton.

Pictures: CPO(Phot) Jon Garthwaite



S DARKEST HOURS



● HMS Grafton arrives at Santa Cruz, Tenerife.

Amputation – cold steel and opium

ADMIRAL Sir William Hoste, in his *Memoirs and Letters* published in 1833, gave his own eye witness account of the circumstances in which Nelson lost his arm at Santa Cruz, Tenerife on 25 June 1797. He was then a midshipman in HMS Theseus:

At 1.00a.m. commenced one of the heaviest cannonading (sic) I ever was witness to from the town upon our boats, likewise a very heavy fire of musketry, which continued without intermission for the space of four hours.

At 2.00, Admiral Lord Nelson returned on board, being dreadfully wounded in the right arm with a grapeshot. I leave you to judge of my situation when I beheld our boat approach with him, who I may say has been a second father to me, his right arm dangling by his side, while with the other he helped himself to jump up the ship's side, and with a spirit that astonished everyone, told the surgeon to get his instruments ready, for he knew he must lose his arm, and that the sooner it was off the better.

He underwent the amputation with the same firmness and courage that have always marked his character, and I am happy to say is now in a fair way of recovery.

Well, he wasn't. Opium was given to Nelson to ease the excruciating pain of the operation. It was several months before the wound healed – and it continued to give him pain to the end of his life, when a sniper's bullet struck him down in his finest hour during the Battle of Trafalgar, finishing the work that a piece of shrapnel had come close to doing eight years earlier.

He spent those months 'sedated with opium', so that he missed the celebrations in London accorded to Admiral Adam Duncan's victory at Camperdown on 11 October. Not until early December did the last, troublesome ligature fall away from his stump – and until then he was in 'constant, generally severe pain'.

Even so, he owed his life to the skill of the surgeon of HMS Theseus, Thomas Eshelby – without whose attentions the whole course of history might have been altered.

Sarah-Jane Robinson asked the Medical

Officer-in-Charge at the Institute of Naval Medicine, Surgeon Commodore Grant McMillan, to comment on the Admiral's chances of surviving major surgery in the last decade of the 18th century:

"They were probably about 50/50, or even less, and would depend on several factors, including how much blood had been lost, his previous health, the skill of the surgeon and avoidance of infection. The skilful surgeon could work quickly to remove the damaged limb, tie off arteries to stop bleeding and avoid catching nerves in the ligature, as that would cause persistent pain even after the wound had healed. So there was quite a lot to achieve in a very short time, in the dark by the light of a candle."

Was amputation always necessary?

"Very often, if the limb was badly damaged or infected, as there was really no other effective treatment available, especially at sea. When Nelson injured his arm he was taken to the nearest ship, the Seahorse – but he knew that the captain's wife, Betsey Fremantle, was on board and was pregnant. He didn't want to upset her, so he had himself taken to his flagship, HMS Theseus and the arm was taken off there. The original medical record is up in the Public Records Office."

Nelson complained that the surgeon's knife was cold and said they should afterwards be warmed – would this have made any difference?

"It may have been kinder, but if the wound is cool then amputation may be easier. In one of the Napoleonic battles it was so cold that the men were frozen to the ground by their blood – but the survival rate from amputations was said to be so much higher than ones done in a warmer climate, perhaps because there would be less infection."

● Nelson may have had another reason for avoiding HMS Seahorse's surgeon, Mr Fleming, who was said to be a 'clumsy fellow'.



● Above: Nelson and his crew board a replica cutter from HMS Victory to re-enact the ill-fated attack on Santa Cruz in 1797. Its cannon shot set off car alarms on the shore...

● Left: The Corps of Drums 1st Battalion The Royal Regiment of Wales parade through the streets of Santa Cruz. Their forebears in the 69th Regiment served as Marines in HM ships in 1797 and had almost certainly taken part in the battle.



● Lt Cdr Mike Cheshire, CO of HMS Victory, with some of the ship's collection of 18th century surgical instruments.

— Picture: Sarah-Jane Robinson



At Your Leisure



Naval nuggets of a veteran newshound

PLEASE read the foreword and the last four paragraphs of the book. Then open it anywhere and join me in a jog down memory lane on some of the 84 news assignments recalled from an enjoyable career.

Printed on a bookmark, this was Frank Goldsworthy's advice to reviewers of *Want You Soonest* (Dorrance Publishing £13.75), his memoir of nearly four decades of work as a war reporter for the Daily Express.

It was kindly meant, no doubt to save them time and trouble in trawling through all 84 of them for nuggets of what was, after all, going to be yesterday's news.

But war correspondents provide historians with some of their most valuable source material – descriptions of events at the time they actually happened.

Frank joined the Express as a reporter when he was 23, turned down the offer of a job as a news editor of the Daily Mirror three years later and was content to remain a reporter until he retired at 65.

That was in 1977. He had seen a lot of action over the previous 40 years.

His wartime service in the RNVR left him with a special interest in naval matters – and the reportage in this book provides fascinating insights into the the RN's World War II and post war operations.

Among the many priceless vignettes are encounters with Churchill on board HMS Prince of Wales with Roosevelt

(Goldsworthy's shorthand was employed when they drafted the Eight Point Plan later known as the Atlantic Charter): "Churchill had strolled in wearing only a vest of inadequate length and carrying a glass of whisky"; the mad scramble to secure what would be a world scoop in the aftermath of the Yangtze Incident ("Why should I help the Daily Express – they are always criticising BOAC?" said the pilot he eventually persuaded to take of with the envelope containing his famous pictures of HMS Amethyst's triumphant arrival at Hong Kong); and his close brush with death during the assault on Inchon during the Korean War (16 newsmen were killed in the first two months).

Frank was settling down to sleep on board HMS Jamaica when action stations was piped: "Before I could drag on my trousers, the voice of the ship's chaplain, the Rev Raymond Lowe, was announcing, calm as a cricket commentator, 'We are being attacked by enemy aircraft. We have already shot one down.'"

"My self-chosen action station was a small platform just aft of the bridge, where I could see all and bother nobody. When I got there, a patch of oil on the starboard side was the only evidence of the crashed aircraft, but on the port pom-pom a boy gunner was dying. He had been wounded by one of the 18 cannon shells which left their marks the length of the ship as two aircraft swept in on a low-level dawn attack. One cannon shell had exploded on my action station platform. I was grateful for my sloth that morning..."

This is a deeply engaging memoir by one of our finest naval reporters who has provided the RN with some of its most enduring images.

He was made an honorary member of the Amethyst Association (he still attends their annual dinners) and with good reason. One of the crew later met his wife through one of his pictures: "She found it wrapped round her fish and chips..." - JFA

TRIO OF TRICKSY TITLES

MURDER at 1600 turns out to be not an airborne whodunit, nor yet a tale of late-afternoon slaughter. 1600 Pennsylvania Avenue is the address of the White House, and it's to there that the movie's doughty sleuth Harlan Regis is directed to investigate the case of the dead blonde in the executive bedroom.

A British version of this yarn could only be played as farce with, say, Lennie Henry blundering around Number 10 on the trail of a serial-killing Minister for Overseas Development. In the States, however, action hero Wesley Snipes can fight blazing gun battles in the very corridors of power, without anyone daring to suggest it's all a little far-fetched.

As a mystery, the film is almost pre-Agatha Christie, with the suspects narrowing down to an impossibly sinister Daniel Benzali and an excessively avuncular Alan Alda.

Its chief attributes are its sheer cheek and

an attractive performance by Diane Lane, once a child star of singular prettiness, now matured sufficiently to play convincingly a tough FBI agent.

Albino Alligator is another ambiguous title. This intriguing beastie turns out not to be on display in the movie, but is evoked in the dialogue as a symbol only, and a dubiously relevant one at that.

Screen Scene

Three small-time crooks make a mess of a heist and hole up in a basement bar, holding staff and customers at gunpoint. The cops mistake them for international terrorists and soon the situation is sliding bloodily out of control.

It's quite small-scale logistically, but boasts a high-powered cast which includes Gary Sinise as the most rational of the hoodlums, Faye Dunaway as the bar lady with a secret, and Joe Mantegna as the harassed cop masterminding, if that's the word, the handling of the siege.

Stephen King's Thinner is the most enigmatic title of the lot. But of course the King name is adjectival only, a statement of authorship rather than one of dietary achievement.

A well-off, heavily overweight lawyer accidentally kills a woman in a car accident and uses his legal connections to get off scot-free. But as will happen in a Stephen King tale her husband is a magician from the old country who proceeds to lay dreadful maledictions on all concerned.

Soon the elephantine attorney is wasting away to stick insect proportions and in desperation he calls on a Mob acquaintance who owes him a favour (Joe Mantegna again, on the wrong side of the law on this occasion).

Newcomer Robert John Burke is impressive in a part that must have required a relay of make-up jobs, while King himself contributes his customary guest appearance, this time as a dilatory chemist.

— Bob Baker

Super people, shame about the ships . . .

Grim tally of 1,000 U-Boats

GERMAN U-Boats were the scourge of Allied shipping in the world wars – but a thousand were destroyed by air and seaborne attacks, by surface vessels and Allied submarines, in tough head-to-head encounters, chance meetings and after extensive chases and hunts.

U-Boats Destroyed (Arms and Armour £20), by Paul Kemp, provides unprecedented detail of the sinkings, giving details of the action and information of commanders, locations, survivors (there seldom were any) and casualties.

BEST ASSET of the Royal Navy has always been its manpower. In 1939 it had 10,000 regular officers and 109,000 men, together with 12,400 officers and men of the Royal Marines.

In addition to these were 73,000 officers and men of the Royal Naval reserve and 6,000 Royal Naval Volunteer Reservists.

Together they formed the best trained and most dedicated cadre of naval personnel in the world.

The tragedy was that, at the outbreak of war, their training and dedication were not matched by the standard of the ships available to them. In the first grim years of conflict many lives would be wasted as a result.

In *The Royal Navy in World War II* (Airlife £19.95) Robert Jackson suggests that Hitler's fear of confronting the British fleet in battle – he kept his most lethal ships hidden in bolt-holes – was unfounded.

The Kriegsmarine would most probably have won through the superior ships and guns it possessed, he says.

And it was no more than dogged determination of British seafarers throughout the early part of the war that eventually caused the demise of the German big-ship fleet and left the U-Boats and E-Boats to fight the Führer's war at sea.

He tells how, despite all the odds, the RN helped the UK survive the critical times of the Battle of the Atlantic – which lasted the entire span of the war – the siege of Malta, the convoys to northern Russia and the D-Day landings.

He also tells why its fully-stretched forces could not play the part they wished in the Eastern and Pacific war.

The author admits that, as to planning and strategy, the RN, because of the country's global responsibilities, faced far more problems than any other major maritime force.

At the outset, the fighting capability of the Italian Navy was an unknown quantity – neither the British nor the French had ever fought against it.

And intelligence on the true state of the Japanese Navy – and its associated maritime air power – was almost completely lacking.

In 1939 Japan was adopting an increasingly belligerent stance

towards Britain and the USA, but ships could not be spared to bolster the existing force of cruisers and escort vessels – elderly ships, for the most part – responsible for the defence of British interests in the Far East.

Should Japan ally herself with Germany and Italy, a plan existed to reinforce the Eastern Fleet by despatching the bulk of the Mediterranean Fleet to Singapore, leaving operations in the Mediterranean entirely to the French. This fell with the collapse of France in 1940.

The next plan envisaged reinforcing the Far East with six capital ships, a modern aircraft carrier and supporting light forces by the spring of 1942. In the meantime, the best that could be done was to send out the new battleship HMS Prince of Wales supported by the old battlecruiser HMS Repulse and the aircraft carrier Indomitable which was to supply the essential air component.

When Indomitable ran aground off Jamaica the other two ships arrived at Singapore without her. A few days later came the Japanese air attack on Pearl Harbour which signalled what the doomed pair were in for.

Revenge came a little over three years later, when the RN showed some material superiority over the US Fifth Fleet. When a kamikaze hit HMS Indefatigable at the base of her island, if she had been an American carrier with less armoured deck protection the aircraft would have torn through and exploded in the hangar below.

As it was, there was a delay of about 45 minutes while the wreckage was shovelled over the side, and then the ship carried on almost as if nothing had happened.

Thus the RN recovered its lead position – at least in aviation – that it had enjoyed at the end of World War I. And what might have happened if Hitler had let the Kriegsmarine off its leash will thankfully remain a 'might have been'.

— JFA

Sailors' Tales

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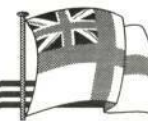
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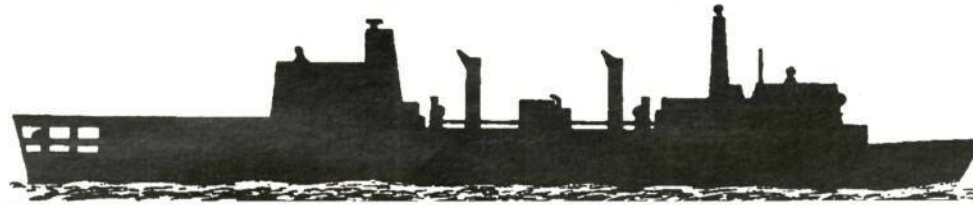


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AMERICANS TAKE FLIGHT FROM THE ROYAL NAVY

AIRMEN from 209 Flight of 815 NAS have become the first to embark on an American warship with a Royal Navy helicopter.

They flew out to meet the Ticonderoga-class cruiser USS Cape St George off the south coast of England and spent three weeks at sea, accompanying her as far as Poland and Germany.

USN Captain John Harvey Jnr brought the Cape St George across the Atlantic without a helicopter for planned exercises.

Unable to obtain a SH60B Seahawk, he contacted FONA to see if a Lynx was available, with the philosophy "if you don't ask you don't get" and it was approved as a unique cross-decking opportunity.

Another Captain John Harvey, the Captain of HMS Osprey was asked to provide and the Support B Flight normally affiliated to HMS Montrose was chosen.

"There were many major differences between operating from a Type 23 - mainly in the daily working habits and the flight deck operating routine" said Flight Observer, Lt Rob Taylor.

"Reveille is at 6am which came as a bit of a shock initially, and there is a clean ship period before work proper begins at 0800. People work until their evening meal at 1730 after which there is time to put in a further six hours before turning in."

"With normal operations on Montrose the flight is completely autonomous but when flying stations were piped on board about 25 people would appear...to all the jobs normally done by the flight maintainers.

The helicopter clocked up 31 hours in 22 sorties, supporting search and rescue, anti-surface warfare, range clearance and passenger transfers while the ship operated alongside vessels from 13 navies, including those of Latvia, Lithuania and Estonia.



● 209 Flight personnel from 815 Naval Air Squadron, the first to embark on an American warship with their helicopter. They are (back left) PO Parker, PO Bell, Lt Cdr Thornton, Lt Taylor, CPO Puddick, CPO Coleman and (front left) LAEM McMurdo, AEM Chard, AEM Thomas and LWAC Edwards.



● Lynx 444 from 815 Squadron, HMS Osprey, on board the USS Cape St George

Atherstone celebrates her new-found freedom

IT WAS almost a year before sailors from HMS Atherstone could visit their North Warwickshire namesake to enjoy the Freedom of the Borough granted to them last Autumn.

But after a fun-packed weekend visit, both the sailors and the locals were in no doubt that the wait was worthwhile.

Thirty of the ship's company made the visit and the first stop was Oakfield Primary School where questions ranged from 'have you ever killed anybody' to 'what's your favourite film!'

Historic event

The main street was closed off as the ship's company and 15 members of the WWII Hunt Class Destroyer of the same name marched behind Royal Marines Bandmen.

More than 300 people turned out to cheer them on despite wet weather and at a reception after the 20-minute march, the Mayor, Councillor Roy Robinson said: "History is in the making. Nothing like this has ever happened in North Warwickshire before."



● Atherstone's parade marking the Freedom of the Borough and (above) CO Lt Cdr Paul Bennett with one of the World War II veterans who turned out to welcome them.

Prince pays carrier a visit

PRINCE CHARLES renewed his acquaintance with carrier life on a day-long visit to HMS Invincible.

He watched live firings and

air displays and made the time to meet many of the ship's company.

Prince Charles first took the wheel of the carrier HMS

Eagle in 1959.

He went on to become a helicopter pilot with 845 Squadron serving on board HMS Hermes.



● Prince Charles chats with NA Tommo Thomas and WOM Jan Kendall on the quarterdeck of HMS Invincible. Picture: LA(PHOT) Burden, HMS Invincible Photographic Section



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All Aboard!

Calling all landlubbers and seafarers under 12

CAPTAIN Plank offers hearty greetings to all you landlubbers and seafarers!

My timbers have been shivered right and proper by all the jolly names you have been sending in for my club and next month I'll be announcing the winner.

FAMOUS SHIPS



This is the second in our series of 'Facts About Famous Ships' and this month we are looking at the Royal Yacht Britannia.

The Royal Yacht has been very much in the news recently and some interesting ideas have been put forward for her replacement, including a large sailing yacht and a very luxurious superyacht.

Here are some facts about HMY Britannia:

- She was launched in 1953 by the Queen,
- She carries a crew of 19 officers and 217 men, all of whom are volunteers from the Royal Navy.
- She is 126 metres long and 16.8 metres wide, that's as long as 12 double decker buses, and weighs 6,380 tonnes, equivalent to 1063 African elephants.
- Her mast is 37.5 metres high, 20 times the height of the average person.
- Britannia cost just over £2 million to build.
- She is powered by steam turbine engines and can reach speeds of up to 21 knots, pretty fast for a ship of her size.
- Since she came into Service, Britannia has steamed over 1.5 million kilometres and has visited every continent in the world.
- HMY Britannia set off in January this year for a seven-month deployment. She visited Malta, Egypt, Yemen, UAE, Pakistan, India, Thailand, Malaysia, Singapore, the Philippines, Japan, South Korea and Greece.
- Britannia also played a big part in the handover ceremonies in Hong Kong.

As soon as Captain Plank hears any more news about HMY Britannia he will let you know.

WIN A FUN BAG - signed by a Gladiator

DON'T FORGET to send me your jokes!

Each month I will judge them on Captain Plank's Seafarer's scale and if your joke gets a 'Crow's Nest' you will receive a fun bag, signed by a Gladiator.

How well will you do?

CROW'S NEST - THE BEST!!

CAPTAIN'S CABIN - TRY AGAIN

ON THE KEEL - BE REAL!

WALK THE PLANK - IT STANK!

Matthew Blackwell (9) sent us this car joke: What car has fair hair? A Blondeo!!

Captain Plank gives that one a Captain's Cabin.

His younger brother David (7) lets us in on his joke: What car has been through the car wash? The Renault Cleano!!

Captain Plank gives that one On the Keel.



THE TOP GREEN TIP

BEFORE you rush off and buy your exercise books for the new term, make sure you really have used up the old ones.

If your teacher approves, try to buy books and paper which has been recycled. Don't throw away pencils and pens until they are completely finished, sometimes a biro can be forced back into life by warming up the ink inside by rubbing it on your hands.

But remember not to have your homework underneath in case it splodges on to it!

WOULD YOU BE - A PHYSICAL TRAINER?

HAVE YOU ever thought you might like to get fit, and stay fit? If so you might like to be like Chief Petty Officer Vic Parsons who has to be very fit for his job in the Royal Navy.

What is your full job title?

Chief Petty Officer Physical Trainer.

What does your job involve?

Taking PT classes in the gymnasium, acting as organiser, umpire and referee at sports events, arranging competitions and matches, selecting the teams, running indoor games, circuits and quizzes for those on board ships, conducting fitness tests for those people who are about to take leadership courses.

Do you need any qualifications?

NAMET 5:5 This is a naval qualification based on Maths and English tests.

Did you ever get into trouble at school? Yes, I tended to joke around and not pay attention. I wish I hadn't now and tell my children not to.

If you hadn't done this job what would you have done? I grew up in the country and so, I suppose that if I had not joined the Navy, I would have worked on a farm.

What kind of music do you like? All sorts, mainly classical.

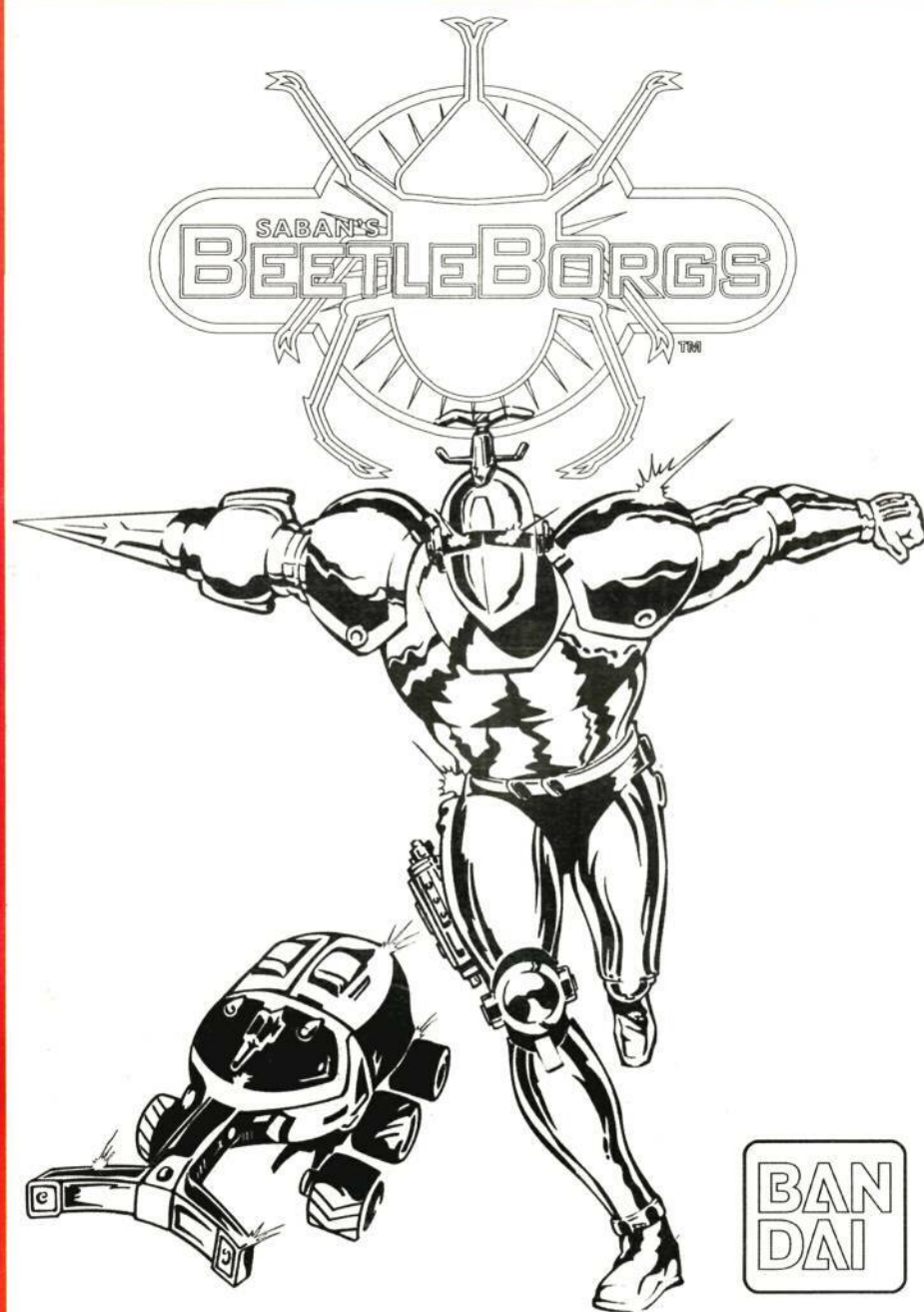
What's your favourite colour? Red

What's your favourite item of clothing? Aussie Ken's Toast Shop vest. I bought this when I was in Thailand.



● CPOPT Vic Parsons

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If you would like any further information before applying, call 01705 826040 or 01705 733558. The judges decision is final and we regret that Navy News cannot return your pictures.

Victory for Pompey's gun crew

PORTSMOUTH field gun crew's explosive performance at the Royal Tournament was their best for ten years.

Speed, aggression, split-second timing, a strong team spirit and excellent physiotherapy all helped the Pompey team out-do their arch-rivals from Devonport and the Fleet Air Arm.

Taking the Intercommand Challenge Cup for the first time since 1987, Portsmouth finished two points clear of the Fleet Air Arm and ten points ahead of Devonport.

Pompey also won the fastest combined time after 16 runs, the fastest run of the tournament (2m 45.6) and the Fastest B Crew Trophy.

The team had a jubilant return to Portsmouth where they celebrated their victory with a parade with a 30-strong guard of honour and Royal Marines bandsmen to Guildhall Square where they celebrated the freedom of the City.

And the celebrations continued as medals were given out at an end of season dinner in Southsea attended by wives and girlfriends, and the Commodore of HMS Excellent, Cdre Peter Tribe.

Whitbread

Before the Royal Tournament got underway, field gunners from HMS Gannet were celebrating an historic victory in the annual Whitbread field gun competition



held at HMS Collingwood.

Seventeen crews took part with the six fastest finishers reaching the final at the end of June.

Gannet, a comparatively small establishment, was determined to



make their mark after reaching the finals in 1996.

Their supreme effort produced a winning time of 1 minute 23.17 seconds and saw the 90-year-old trophy heading north of the border for the first time.

for the first time.

Credit for their spectacular success went to the hard work of all the team and the expertise of the 1st Trainer, Chief Petty Officer Ziggy Wehrle.

Win brought back old memories

PORTSMOUTH'S Victory brought back some very old memories for ex-PO Ron James who wrote to *Navy News* to congratulate the team.

His father served in HMS Powerful at the turn of the century and took part in the action at Ladysmith which inspired the Royal Tournament event.

Years later, he became a field gunner himself and was a member of the winning team of 1936 while serving in HMS St Vincent.

He said: "Congratulations to Portsmouth and long live the field gun competition at Earl's Court - the highlight of the Royal Tournament!"



● TOP: The Champions in action at Earl's Court. Picture: Jon Garthwaite

● ABOVE: The crew in Guildhall Square, where they were accompanied by a 30-strong guard of honour and Royal Marines Bandsmen. Picture: Steve Lewis

● ABOVE LEFT: Portsmouth Naval Base Commander, Cdre Iain Henderson, with the crew's haul of silver. Picture: Steve Lewis

MARINES PLAN ASSAULT ON THE NORTH POLE



● A frozen Sgt Sean Chapple (above) and (below) hauling his sledge over the ice.

TWO ROYAL Marines from Plymouth are planning the first Naval assault on the Arctic since Cdr Albert H Markham's Nares expedition of 1875.

Sgt Sean Chapple and Cpl Chambers will attempt to reach the North Pole in an unsupported expedition early next year by hauling 300lb sledges for 680 miles.

The Marines from 42 Cdo, are just back from a seven-week work-up in the high Arctic where they put themselves and their equipment to the test in temperatures of minus 55 degrees.

The first week proved to be the most demanding with only a few hours of sun a day.

First, the extreme cold caused their tents to shrink,

making them impossible to erect at times. Cookers would not start and their hands soon became numb.

After staying close to the Inuit settlement of Resolute Bay, the intrepid duo covered 70 miles over the Barrow Strait and onto Beechy Island, which has a chilling Naval history of its own.

In 1845 Sir John Franklin launched an expedition in search of the Northwest passage, but he and his crew were never seen again.

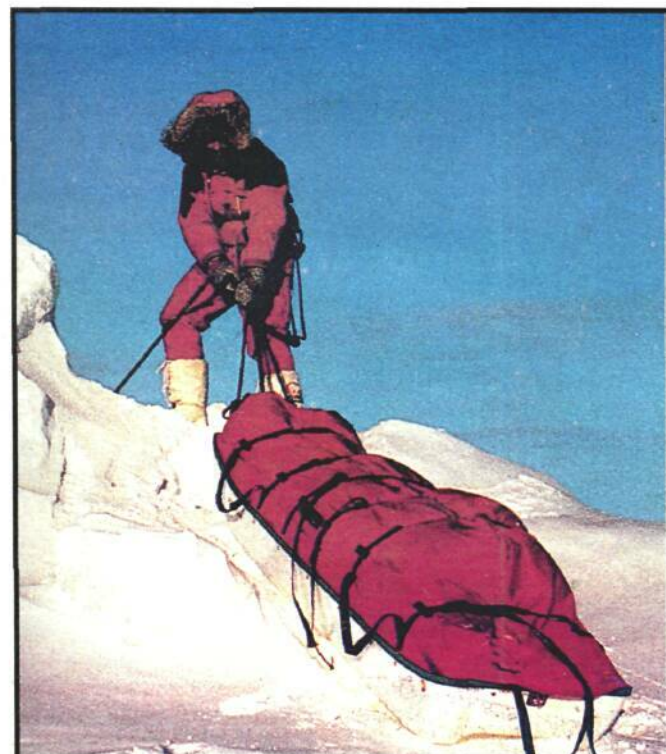
Grim discovery

And in 1850 Sir John Ross discovered the first clues to fate of the missing men when he made the grim discovery of three naval graves on Beechy Island.

Despite the painful minus 70 degree winds, the two modern day explorers paid tribute to their predecessors who ventured into the region with little protection of knowledge of what lay ahead.

The return journey to Resolute Bay proved even more demanding. The extreme cold meant there was little glide on the ice and the sledges had to be hauled over boulders of buckled ice as high as 30-ft tall.

The team have now worked out their strategy for 1998 and are confident that the Polar North '98 Expedition will be a success. Anyone who wishes to make a financial or material donation should contact Sgt Chapple on 01752 727129.



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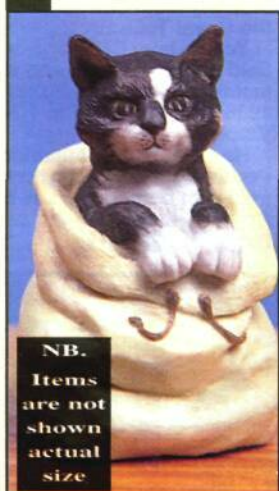
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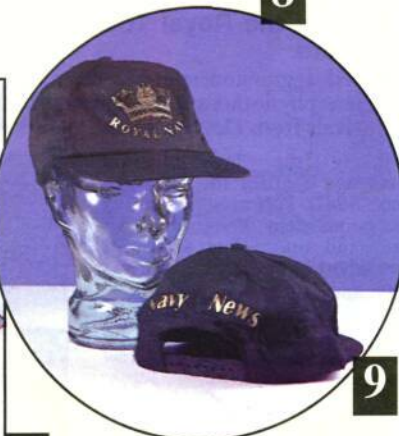
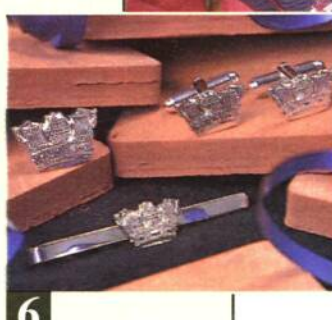
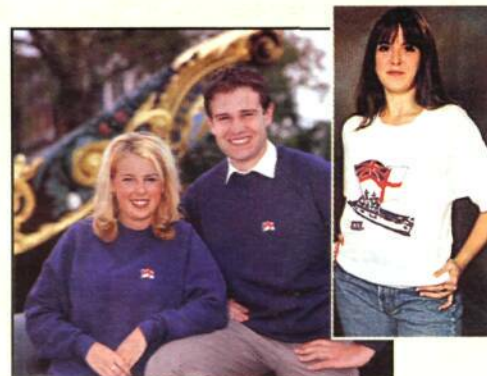
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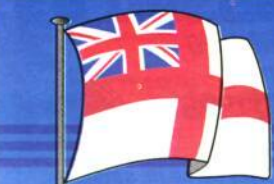
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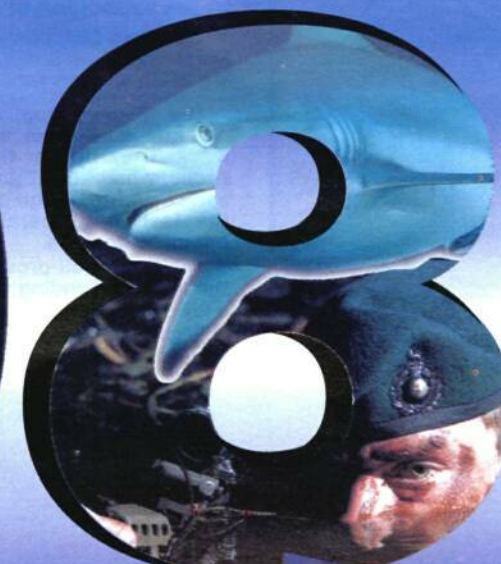
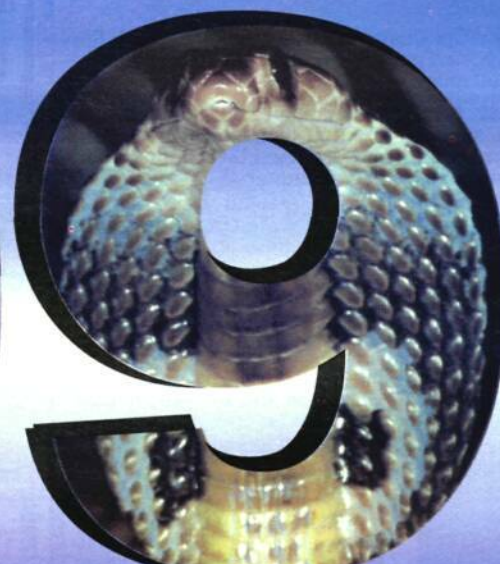
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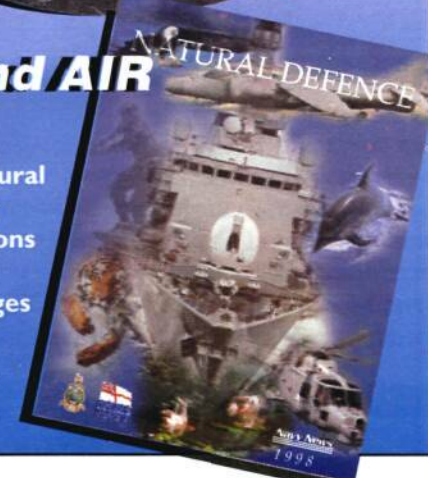
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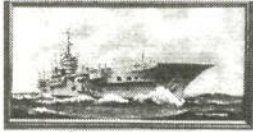
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At Your Service



Over to You

Haskell family: Peter Haskell is compiling an armed forces history of his family, and has discovered that Thomas William Richard Henry Haskell died while serving in HMS Warspite on August 10, 1920, possibly in the Black Sea. If anyone has information on which station the ship was serving, and whether she was in company with other RN ships, please contact Peter at 35, Lancing Park, Lancing, BN15 8RF, tel 01903 532536.

HMS Renown collision: Mr R. Riley was the First Lieutenant's messenger in HMS Renown in 1935, and recalls the day when his ship collided with HMS Hood off the Iberian peninsula. When repairs were made in Gibraltar, Mr Riley says a chunk of Hood's armour plating was removed from Renown's bows, and was then cut up and mounted as souvenirs. He was too junior to get one - but does anyone else still have one of these items? Contact him at 46, Silver St, Burwell,

Cambs CB5 0EF, tel/fax 01638 741279.

Roy Walton: Ex-CPO (Gunnery) Roy William James Walton, served 1940s-1950s, sought by his brother Alan. Any information, please ring 01296 747521.

HMS Richmond: OM Mark Parkin wants to hear from anyone who has a picture of the cutting of HMS Richmond's commissioning cake in Portsmouth in July 1995. Contact him in HMS Sutherland, BFPO 398.

Hands to Action Stations: John Wedge is keen to obtain a copy of this anthology, compiled by John Winton and published by Bluejacket Press. Contact Mr Wedge at 23, Talbot Rd, Carshalton, Surrey SM5 3BP.

Ex-PO Harry Roberts: Mr C. Laphorn would like to trace his friend Harry, who lived in Tottenham, North London, before the war. He received a photo taken on a gun deck on VE day on the East Indies station, but has heard no news since then. Mr Laphorn is at

Rosedene, 12, Webb Lane, Hayling Island, Hants PO11 9JE, tel 01705 466184.

HMS Bruce's bell: HMS Bruce register seek whereabouts of ship's bell for display with Bruce information at the Crail Museum, Fife - will accept donation or buy. Ring the secretary, Mr A. Morris, on 0121 382 9837.

Frank (Sniper) Chappel: Keith and Sandra's late father, Stoker Frances George John Chappel, home town Bridgwater, Somerset, served September 1941 to October 1949 in HM Ships Attack, Benbow, Cicala, Hornet, Protector, Ocean, MTBs 340, 708, 613 and others. Sandra would particularly like to hear from anyone who knew or has information about her father, as she was brought up in Canada and has only just rediscovered her English family. Write to 25, Redgate St, Bridgwater, Somerset TA6 5BG.

POSTD Forster's medal: Mr A. Rampling is hoping to return an LS/GC medal belonging to POSTD R.K.W. Forster, sometime of HMS Dryad, which was recently found minus ribbon in Broadstairs, Kent. Contact Mr Rampling on 01227 364588.

Fraser Gunnery Range: M. Hobbs wants to trace anyone who was at, or who knows of someone who was at, the Fraser Gunnery Range, Eastney, Portsmouth in 1962. Write to 34, Turner Gds, Lockleaze, Bristol BS7 9YD or telephone 0117 951 5168.

Bobby and Sugar: Terry Parker is researching an article on Bobby and Sugar, the well-known Maltese duo during and after World War II down Valetta and Floriana Guts. Any and all material will be acknowledged. Contact Terry at 54c, Cheriton Rd, Folkestone, Kent CT20 1DD.

Soap tin: Patrick Sheehan has an oval soap tin with a picture of a sailor on the lid. The sailor, in square rig, has a floppy hat with an HMS Victory cap tally, and on the tin's base is a label with Tom Halsey written on it. If anyone lays claim to it, contact Mr Sheehan at St Catherine's, East Hended, Wantage, Oxon OX12 8JT, tel 01235 833243.

HMS illustrious 1949-51: Author David Phillipson seeks recollections, reminiscences of any branch, rank or rating. Please write to him at Magnolia Cottage, Biggin, Hulland Ward, Ashbourne DE6 3FL. All contributions acknowledged, postage refunded.

Tucker family history: Brenda Tucker is researching her husband's family history, and his grandfather three times removed - William Tucker - was serving in HMS Royal Sovereign in 1812. Can anyone help Brenda with drawings or any other information about this ship? Contact her at 3, Lostwood Rd, St Austell, Cornwall PL25 4JN.



● Mrs V. Gladman's mother believes the man with the binoculars (arrowed) in the picture above, used by BT for a phone card in 1994, is her late husband, S/Lt P. Power RNVR, despite the name S/Lt J. Parsley being allocated to the Imperial War Museum picture. Can anyone confirm the identity of the man, at an RN Beachmaster's HQ in Juno Sector near Courseilles in the 8th Canadian Infantry Brigade's area of operations on June 19, 1944, or help with further information? Contact Mrs Gladman at 16, Western Rd, Newhaven, East Sussex BN9 9HS.

Reunions

SEPTEMBER

8th Destroyer Flotilla China Stations 1947-58 - join the reunion at Scarborough on September 12-14. Contact secretary B. Askey at 15, Winthorpe Rd, Hessle, Hull HU13 9EX, tel 01482 640328.

The Association of Wrens is holding a reunion at the Royal Festival Hall, London on Saturday, September 13 to celebrate their 77th anniversary, in the presence of their patron, the Princess Royal. Former members of the WRNS, WRNR, QARNNS and women in the RN are eligible to apply for tickets to the Secretary, Association of Wrens, 8, Hatherley St, London SW1P 2YJ, marking the envelope "Reunion", or ring 0171 932 0111.

HMS Glory Association reunion at HMS Osprey, Portland, is on September 19-21. Details from Peter Warde, 91 Dingleberry, Olney, Bucks MK46 5EU, tel 01234 711611.

HMS Woodbridge Haven reunion for all ranks, all commissions 1945-63 to be held at Whale Island on September 27-28. Further information from David Bishop on 01983 811207, or Steve Conroy on 01903 751035.

OCTOBER

Royal Naval Patrol Service annual reunion is in the first week of October at the wartime base of the Nest in Lowestoft - ex "Sparrows" should contact the Hon Sec John

Dunn at the Sparrows Nest, Lowestoft, Suffolk NR32 1XG.

HMS Wizard/HMS Cadiz joint reunion revised dates are October 3-4 in Liverpool. All commissions. SAE to Tom Fox, Maroheto, Church Lane, Meriden, Coventry CV7 7HX, tel 01676 523296.

Hove Sea Cadets 55th reunion - all ex-cadets and staff invited to attend at Unit HQ (formerly HMS Sussex) on October 11. Contact Lt (SCC) P. Heward RNR on 01273 592091.

HMS Arethusa Association reunion, Gibside Arms Hotel Whickham, Newcastle-upon-Tyne, on October 17-19. Contact Tom Sawyer on 0113 282 9531.

HMS Ajax and River Plate Veterans Reunion is on October 22-23 at the King Charles Hotel, Gillingham, Kent. Further details from secretary J. Quaintance, 10, George St, Harwich, Essex CO12 3ND, tel 01255 502007.

HMS Ganges, Classes 201/202 Communications 1945-47: The third reunion will take place on October 25 at the Bear Hotel, Havant, Hampshire. Any new old boys out there contact Geoff Bray on 01329 312068 or Chris Walklett on 01705 594431.

848 Malaya Association reunion in Weston-super-Mare is on October 25. Seeking all ranks of 848 Naval Air Squadron 1952 to December 1956 commission.

Contact Les Smith, Oakdale, Church Lane, Ashford Carbonell, Ludlow SY8 4BX, tel 01584 831397.

HMS Bruce reunion will be at the Ambassador Hotel in Scarborough on October 26-28. It would be greatly appreciated if more instructors could attend to back up Kirk and Rowbotham - come and see how our boys are making their way in the world, albeit they are now all in their 60s. Details from secretary Arthur Morris, 101, Doidge Rd, Erdington, Birmingham B23 7SQ, tel 0121 382 9837.

HMS Cleopatra 1982-84 3L Communications Mess are having a reunion on Friday October 31 in Guzz. Could the following contact Chris Sanders at 46 Lindisfarne Rd, Dagenham, Essex RM8 2QX, tel 0181 590 5444; Adrian Fisher, Steve Heffernan, Neil Jackson, Paul Cox and Mo Morrison.

NOVEMBER

Submarine Old Comrades Association: Due to unforeseen circumstances HMS President (1918) is not available for the SOCA London Branch dinner and it will now take place on board TS Queen Mary, beneath Waterloo Bridge on November 1. Tickets at £20 from secretary Alec Wingrave, 58, Tintern Rd, Carshalton, Surrey SM5 1QQ.

HM Ships Hecla, Venomous and Marne (1942): the seventh annual memorial service and reunion of survivors, rescuers, relatives and associates will be held on November 7-10 at Solihull. New contacts welcome. Full details from Harry Cliffe, Oaktree Cottage, Post Office Lane, Norley, Warrington WA6 8JJ, tel 01928 788181.

HMS Trafalgar Association holds its ninth annual reunion on Saturday November 15 in Portsmouth. All enquiries to Albert Senior, Hill Farm, Castle Acre Rd, Gt Dunham, Kings Lynn, Norfolk PE32 2LP, telephone 01760 755094.

The Escort Groups Association will be holding their third reunion at the Jarvis International Hotel, The Square, Solihull, Birmingham. A three-night package starting Friday November 21 will cost £115 per person, DB&B. Day rate is £45.95. If you sailed in Captain-class frigates/destroyer escort vessels, join in the 1997 get-together - contact Harry Rawson on 01460 234583.

The Association of Wrens Ipswich and District branch is holding a 50th anniversary lunch at Felixstowe on November 24. Contact Mrs Sonia Worrall at 41, Western Ave, Felixstowe IP11 9SL.

Fast Minelayers Association S.E. Branch will hold a meeting at the RBL, Braganza Rd, Kennington, London, on Wednesday November 26 at midday. All enquiries to Ray Moore, 89, Watling Rd, Norwich NR7 9TG, tel 01603 437652.

EW Branch reunion for all serving and ex (EW) Branch senior rates/SD(EW) officers will be held on November 29 at HMS Dryad, Southwick, nr Portsmouth. Contact CPO(EW) Wallace at HMS Dryad, EW Section, Lewin Building, Southwick, Fareham, Hants PO17 6EJ, tel 01705 284517.

December

The River Plate Veterans Association is holding a reunion at the Astor Hotel, Elliot St, The Hoe, Plymouth on December 13. For further details, send an SAE to P. Northcott, 17, Cedar Way, Penarth, Glamorgan CF64 3NL.

1998

Area No 3 Royal Naval Association will be holding a reunion at the Treacra Hotel, Babbacombe, Torquay on the weekend of March 6-8. Further information and booking forms from Brian Hall, at 39, Hillfield Rd, Selsey, Chichester, West Sussex PO20 0LB, tel 01243 604273.

Z-Class Destroyers Association is holding its fourth reunion at the Royal Sailors Home Club, Portsmouth, from May 11-14. For full details and joining form, send an SAE to Steve Baker, 2, Brantwood Rd, Bridgwater TA6 7PS, tel 01278 451418.

Calling Old Shipmates

Where is Dave McCracken? Clare Steele is hoping to trace an old friend who worked at Northwood NATO HQ at the same time as she did. Clare is an ex-Wren radio operator in the computer room, and Dave, an AB(TS) submariner nick-named Paddy, was working in CTF 345. He served in Cyprus, and at one point was on the Portland Dockyard main gate. Contact Clare at 9, Siskin Court, Morley, Leeds, West Yorkshire LS27 8TY, tel 0113 252 3367 (home) or 0113 214 8777 (work).

HMS Unicorn Association is seeking C.R. Smith, Milton Pearson, Bill Ridley, Lofty Venn, Mike Bubble, P.C. Heeley, Daniel Christie, S.D. Williams, J. Kee, Desmond Shelley and Keith. Phone 0115 955 9945 or 01442 255821.

HMS Kale: Arthur (Lew) Ayres would like to hear from any old wartime shipmates of this River-class frigate, K241. Contact him at 44, Tring Gdns, Harold Hill, Romford, Essex RM3 9EP.

Lt Cdr Hitchcock: Falklands 1982 submariner Lt Cdr D.J. Hitchcock RNR would like to hear from old crewmates. Contact him at 28a, Crescent Rd, Oxford OX4 2PB, tel 01865 778815.

Graham Perkins: Mr K. Bhaskaran Pillai is hoping to trace a dear friend who was in the Navy in the 1960s. Graham Perkins, service number 982006, was discharged on September 25, 1969. Contact Mr Pillai at RR#4, 1124 Reed Rd, Gibsons, British Columbia, V0N 1V0, Canada, tel 604 886 9440.

Don Webber is searching for two old shipmates. Don, who served in the RN from February 1946 to February 1948, would like to hear from Leading STO Mech Frederick Danials, who hailed from Norwich, and WWTR Elizabeth May Ella from Preston. Contact Don at 75, Berkshire Drive, New Germany 3610, Kwazulu, Natal, RSA, tel 031 705 1346.

HMS Sea Eagle 1963-65, stores branch: Brian (Dinger) Bell would like to hear from George Gibson. Tel 01960 382139.

Daphne Miles and Paddy Thompson: Anyone from HMS Sanderling (1949 and 1953), Thesues (Korea) and Perseus (American station) who remembers Wren Daphne Miles and PO Paddy Thompson can have a drink with them in Leamington Spa RN Club on October 10 and 11 at the Thesues reunion. Tel 01648 42201 or 01648 43037.

Communications Warrant Officers: It is intended to hold a millennium reunion of Communications Warrant Officers past and present in the WO/SRs' Mess, HMS Collingwood. If you are or were a member of the Communications Branch - G, T, W or S, or a member of the CT Branch who joined the Service as a Communicator and would wish to celebrate, get in touch with one of the following: WO(RS) Ian Stirton Smith (01923 846925 or 01705 588328), WO(CY) Paul Saynor (01329 332644/332755), WO(CY) Dick Cooksley (01329 332774/332644), or WO(CY) George Foster, chairman of the RNCCA (01730 824299, E-mail: bunting @ interal-pha.co.uk).

HMS Diamond: Last commission 1967 - would any old shipmates please contact Ray "Legs" Shipley on 01634 301872 in connection with a planned reunion.

HMS Solebay: Nobby Clarke (Scribes) would like to hear from anyone from the last commission (1960-62, Captain (D) 1stDS) with regards a possible reunion. Contact Malcolm Clarke, 53 Montague Court, Kingsdown, Bristol BS1 5DE, E-mail mclarke@compuserve.com.

HMS Fiskerton 1958-68: Fisk would have reached the big Four O in June 1998, and it is proposed to celebrate the occasion at the 1998 Ton-class reunion at Babbacombe, Devon. Old hands of all commissions interested should contact Ray West at Sea Glimpse, 83, Witton Wood Rd, Frinton-on-Sea, Essex CO13 9LD, tel 01255 850408.

Bungy Edwards: Does anyone remember LRO(T) Edwards, who was medically discharged from HMS Mercury in November 1990 and who had previously served in HMS Plymouth? His daughter, Kerrie Elvidge, is organising a surprise 40th birthday party for him in November - contact her on 01482 444857 as soon as possible.

James "Mac" McMahon: Ex-Steward Dixie Dean is keen to trace his old shipmate STD Mac McMahon, who served in HMS Eagle 1952-54 and who now lives in the Plymouth area. Contact Dixie at 64, Huntigdon Rd, Upwood, Huntingdon, Cambs PE17 1QQ, tel 01487 711203.

23rd French MTB Flotilla Dartmouth, Brest, 1943-45: Jack Bennett, ex-MTB 98, seeks ex-RN telegraphists who served with the flotilla, also Wren Connie Wright. Tel 01323 890528, or write to 48, Hurdie Rd, Seaford, East Sussex BN25 2SS.

HMS Ganges/Leander 1965-75: John Charnick would like to hear from anyone who knew him at Ganges, at Portsmouth or in HMS Leander between 1965 and 1975. He was also known as Cherokee Charnick, Joe or Chaz. Write to him at 198, Ashburton Ave, Seven Kings, Ilford, Essex IG3 9EN, or telephone 0181 597 5457.

John Wheeler, ex CPO Coxswain coastal forces, Malta, would like to contact Master-at-Arms John Parnham, RPO Micky Dunn, Wrens Olive MacDonald, Georgina Rickerby, and any staff serving ex St Angelo attached to HMS Euroclydon (Verdala barracks) or HMS Gregarly (coastal forces base), Malta. Telephone 01329 663365.

CRA John (Beardsmore) Hyde: Can anyone put Lt Peter (Percy) Smith RNR in touch with John, who served in the Portsmouth Command area in the late 1950s and early 1960s. Contact Peter at Castledykes Schoolhouse, St Mary's Wynd, Kirkcudbright, Dumfries DG6 4JT.

World War I Wrens: Any Wrens who joined up during World War I are asked to contact the editorial staff at Navy News to help with the preparation of forthcoming features. Any photographs would also be useful. Contact the editorial team on 01705 294228, or write to The Editor, Navy News, HMS Nelson, Portsmouth PO1 3HH.

AIRCRAFT OF THE ROYAL NAVY No 11



● A Nimrod I showing the sleek lines of the Hawker fighter stable in the 1930s.

Hawker Nimrod

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The first prototype flew in 1930, and the first of 56 Nimrod is entered service with the FAA in 1932, replacing the Fairey Flycatcher.

Early Nimrods had no arrester gear, this being fitted as standard on the Nimrod II which also introduced slightly swept-back wings and larger tail areas. Thirty Mk IIs were built and first entered service in 1935.

Nimrods served with Fighter Flights 402, 408

and 409, and Naval Air Squadrons 800, 801, and 802. They were also available as floatplanes. Nimrods were still serving with 802 Squadron in HMS Glorious as late as May 1939, but all had been withdrawn from front-line service by the time war was declared, being replaced by Blackburn Skuas and Gloster Sea Gladiators.

The Hawker Nimrod, like the later Hurricane monoplane, was of all-metal structure with metal and fabric covering. It was powered by a 590hp Kestrel IIS engine which gave a top speed of 195mph at 14,000ft, a climb rate of 1,640ft a minute, an endurance of just over an hour and a half, and a service ceiling of 26,000ft.

Nimrods were armed with two fuselage-mounted machine guns and could carry four 20lb bombs below the wings.

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Royal Naval Association

Illustrious company in Oz

Australian veterans' service hosted by carrier

OVER 200 World War II Naval veterans gathered in the hangar of HMS Illustrious for a service of remembrance and dedication during the aircraft carrier's visit to Fremantle.

The ship, at the farthest reach of the Ocean Wave deployment which she led, welcomed on board representatives of all RNA and RMA branches in Western Australia, as well as members of the Arctic Convoys Veterans for the dedication of their new banner.

The Lesson was read by Rear Admiral Philip Kennedy RAN, and Laurence Binyon's words were spoken by the chairman of Perth branch of the RNA, Shipmate Ivan Hunter.

Music for the service, on Sunday, July 20, was provided by Illustrious's volunteer band under the direction of Band C/Sgt Nick Grace RM. After the blessing, CPO Paddy Grayell played the pipe lament Black Isle.

Among presentations was that of a White Ensign from the flagship to the newly formed Marmion branch of the RNA.

Earlier this summer ten members of Fremantle RNA branch attended the 100th anniversary celebrations of the Admiral Scheer (Duisburg) branch of the German naval association, following the signing four years ago of a friendship pact between the branches.

During their eight-day stay, the visitors took sightseeing trips and



● With their banners on display, Australian veterans gather in HMS Illustrious at Fremantle.

attended social events. Highlight was a wreath-laying ceremony at the Marine Memorial at Laboe, near Kiel, where wreaths were laid by Shipmates Derek Ramsdale and David Wiseman.

Bromsgrove

Though far from the sea, the branch is flourishing and will celebrate its 40th birthday this month with an encouraging increase in membership.

As guests of Dartmouth branch, 50 members from Bromsgrove celebrated by descending on Devonport to tour the dockyard and museum. The following month the branch organised a river cruise and barbecue at Stourport-on-Severn.

Members also entertained veterans of HMS Croome, the destroyer adopted by the town during Warship Week in 1942.

To crown a happy year, the branch honoured its longest serving members - Shipmates Derek Harrison, Jim Burton and Richard Boulton - with life membership.

Southampton

A picture of the city's Naval hero, LS Jack Mantle VC, will be unveiled by the Mayor at a cere-

mony hosted by the branch at the Seafarer's Centre on September 14. Thirty members of the ship's company of HMS Southampton are also expected to be present.

Jack Mantle won the only Naval Victoria Cross awarded for gallantry in the UK itself, after being killed in action when Stukas attacked his ship, the merchant cruiser HMS Foylebank, in Portland harbour during the Battle of Britain.

Now the branch is trying to find

Branch News

a picture of the Foylebank for display. Anyone who can help is asked to contact Shipmate D. C. Dowle on 01703 781134.

The branch's Trafalgar dinner will be held on board ss Shieldhall on October 18.

Eastbourne

Celebration on the same day of the golden jubilee of the RNA branch and the diamond jubilee of the town's RN Old Comrades Association was marked by rededication of the RNA branch standard and dedication of the RNOCA standard.

The Rev Phillip Fordham offici-

ated at the service at Christ Church, Seaside, and at the parade that followed 25 standards, including that of No.2 Area, were displayed.

The salute was taken by the Mayor before all retired for "Up Spirits" and a buffet meal provided in the clubhouse by the ladies.

Cheshunt

Shipmate Ron Joy, who reformed the branch nine years ago is retiring as chairman through ill-health. His successor is Shipmate Norman Surridge.

In recognition of Roy's work for the 100-strong branch he was presented with an engraved gold wrist-watch.

Letters of congratulation from the Queen have been received by Shipmates Joe Wright and Charlie Jeacock and their wives to mark their golden wedding anniversaries.

No.6 Area

At the quarterly meeting hosted by Bletchley branch, Shipmate Nobby Clarke was elected president and Shipmate Les Gascoyne, secretary, succeeding the late

Scots win top award

SCOTTISH Area has won the coveted Sword of Honour - the Association's

Deaths

Continued from P30.
H. Ridesdale, chairman Doncaster. Served in minesweepers. Aged 73.
William (Bill) Wale, associated member Sawston. Ex-MN. June 23, aged 72.
Henry Edward Phillips, Carshalton. Ex-ERA. June 16, aged 85.
John McMeekin, Basildon. June 18.
John Ross, Basildon. June 24.
Michael Warr, former standard bearer Weston-super-Mare. Ex-MAA. Last ship HMS Hecla. July 13, aged 51.
Malcolm Peers, treasurer Desidee, former member Capenhurst. Served in HMS Vanguard. July 1.
Lawrence Dennis (Danny) Lee, Cambridge. Served 1934-47. Member HMS Hood Association. July 3, aged 80.
Samuel Thompson Ferguson, Nuneaton. July 7, aged 69.
Dick Charnock, Royal Tunbridge Wells. Ex-CERA submarine. Served in HMS Tally Ho. June 21.
Terence Charles Gaines, High Wycombe. Town Crier.
Charles Richard Powers, Looe. Ships: Maidstone, Concord, Sheffield, Vigo, Nelson. June, aged 65.
W. H. (Billy) Lewis, Stoke-on-Trent. July 15, aged 74.
Lewis (Mickey) Cumming, founder member Southern Ontario. Ex-PO Sto., served 1934-56. Ships: Orion, Sussex, London, Whirlwind, Manxman, Bulldog. July 16, aged 81.
Rev. Harry Chappell DSC, chaplain Leominster. May 29, aged 87.
Cyril Holland, life member and former chairman Stone & District. Ex-RM, served 1942-46.
Alfred Henry Webb, founder member and life member Bishop's Stortford. MID. Member of RNR and RNVF Old Hands Association, HMS Cairo Old Hands Association, George Cross Island Association.
J. W. (Joe) Sylvester, founder member Sleaford. Ex-Sto., served 1943-46. Ships: Newark, Clinton. Member of Algerines Association. July 15, aged 73.
Cyril Able, president and life member Wilsden. July 28, aged 79.
Vernon W. (Bert) Dalley, Old Clee. Served 1946-54. Ships: Excalibur, Mauritius, Birmingham, Sirius, Diadem, Verulam. May 31, aged 68.

Surrender poster is found in Swindon

A POSTER-SIZED diagram showing the positions of the British and German ships at the surrender of the High Seas Fleet at Scapa Flow is arousing interest at Swindon RNA Club.

The diagram represents the events of November 21, 1918 and is titled Der Tag (The Day). It is a photocopy of an original print owned by Mr Bob Myers and presented to his grandfather, Harold Russell, in 1919.

It is signed by Lt Curzon Howe who served in HM ships Repulse and Furious during the 1914-18 war.

Precise details

The document was designed by Samuel A. Brooks RN and Clarence H. Burd and gives precise details of the prevailing weather conditions at the time of the surrender of the German fleet, as well as the positions, courses and speeds of the ships.

Swindon branch is keen to know about any other such prints. The secretary, Mrs F. E. Fowler, can be contacted at Swindon RNA Club Ltd, 28 Harding Street, Swindon SN1 5BZ.

Swindon's novice canoeists Shipmates Tug Wilson and Chris Hedges trained for three months to complete the 125-mile journey from Lechlade to Teddington Lock to raise funds for the Paul Wilson Appeal Fund, which has reached £7,150, as reported in our August edition.

Paul received paralysing injuries when as a member of the RN Mast Manning Team he fell 20ft from a rope while descending from the mast.

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PICTURE PUZZLE

MYSTERY PICTURE 31

WINNER of the Navy News Picture Puzzle competition in our July issue is Mr. L. C. Rudge of Paignton, Devon.

He identified the World War I battleship HMS Monarch, and correctly answered that she was one of a class whose 13.5in guns made them the first of the so-called 'super dreadnoughts.'

Mr Rudge's reply was chosen at random, and he receives our cash prize of £25. We offer a further prize for a correct solution to this month's puzzle. Give the two names this ship held during her career - and explain her non-grey livery.

Complete the coupon and send it to Mystery Picture, Navy News, HMS Nelson, Portsmouth PO1 3HH.

Name

Address

My answer

Coupons giving correct answers will go into a prize draw to establish a single winner. Closing date for entries is October 15. More than one entry can be submitted, but photocopies cannot be accepted. Do not include anything

else in your envelope: no correspondence can be entered into and no entry returned. The winner will be announced in our November edition. The competition is not open to Navy News employees or their families.

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Picture: LA(Phot) Nathan Dua

Edinburgh makes music

EDINBURGH's Military Tattoo saw Musician Michelle Forde (above) sing a tribute to the Queen and Prince Philip to mark their Golden Wedding.

Meanwhile Private Paul Bennett of the Royal Scots (right), affiliated regiment of HMS Edinburgh, was piper for the official reception held on board the Type 42 destroyer as she paid a six-day visit to her namesake city.

It was her first return since moving base port from Rosyth last year. Some 40 per cent of the ship's company had changed since her last visit and for many joiners fresh from training this was to be their first ship visit in the RN.

The ship's company was immediately made to feel welcome at the City Chambers

where the Lord Provost presented Commanding Officer Cdr 'Jack' Tarr with a Royal Mile street sign to hang in the passageway outside his cabin.

Tours were made to the Glenkinchie Distillery - where the managing director was delighted to hear his product had been sampled as far away as South Africa, Mauritius and the Seychelles since he last saw the ship - and the Edinburgh Crystal Factory, where the visitors attempted glass blowing and had the chance to engrave their own tumblers.

Edinburgh Royal Hospital for Sick Children benefitted to the tune of £2,000 raised during

an eight-month Gulf deployment. Cdr Tarr presented the cheque to Stacey (8) who has spent virtually all her life there. The patients also received a cake baked on board.

Highlight of the sporting events came when Lt Jon Binks, LOM Mac Macdonald, OM Foxy Sly and SA Lee Nicol played alongside ex British Lions captains Finlay Calder and Gavin Hastings, Lions hero Gregor Townsend and Scottish Nationals Kenny Milne, Derek Stark and Sean Lineen in the Classics Team in Edinburgh's prestigious annual 6-a-side touch rugby competition at

Fettes College.

Sly scored the winning try in the opening game and Nicol scored twice. Overall the Classics won four out of six games, narrowly missing the semi finals.

Ship open to visitors attracted 400 people on a rainy Saturday afternoon, plus affiliated Sea Cadet units TS Ajax and TS Forth.

● HMS Edinburgh's earlier Families Day off Portsmouth was also a first chance for many families to experience life at sea - 60 per cent of the ship's company had changed since her last one.

Super, soaraway success for Stuart

OM Stuart Ward prepares his mum Marion for the experience of a lifetime as she made ready to fly out to Crete to 'command' HMS Gloucester for a day at sea.

Mr and Mrs John Ward had nominated their son for a naval career in the joint MOD/Sun newspaper 'Seek Out Sailors' competition.

Stuart applied at the Armed Forces Careers Office at Carlisle, completed training at HMS Raleigh - and won top marks in the seamanship exam.

Over 1,000 people responded to The Sun's competition - and nearly 100 are now in the recruiting pipeline.

Second Sea Lord Admiral Sir Michael Boyce has written to Sun Editor Stuart Higgins, thanking him for his help with RN recruiting.

Picture: LA(Phot) Dave Coombs





● First cut – WEA apprentice Terry Skinsley assists Mrs Chadwick and his wife, John Chadwick.

Training centre will test artificers

WEAPON Engineering Artificers can expect an enterprising time while training at HMS Collingwood.

For Enterprise is the name of the new Section and System Management training facility for WEAs.

The formal opening ceremony, conducted by Commodore John Chadwick and his wife, coincided with the final examination week of the inaugural Section and System Management course (SSMC).

SSMC is now part of the new WEA course and is aimed at providing Petty Officer Weapon Engineering Artificers with management skills required to become effective section heads at sea.

Training in Enterprise takes place in as realistic conditions as possible, and section staff take on the roles of Weapon Engineer Officers (WEOs), Deputy WEOs and various awkward individuals who may make life difficult for the WEA.

In this way, trainees are put under considerable pressure, ensuring that those who succeed can be counted on in real-life situations.

Search for maritime treasures

NAUTICAL knick-knacks will be the centre of attention at the Historic Dockyard in Portsmouth next month.

An Auction of Nautical Memorabilia is to be held in Boathouse No 4 on November 1 and 2 in aid of KGFS – the King George's Fund for Sailors.

KGFS has appealed to its supporters nationwide for donations of any items connected with seafaring, whether Royal Navy or Merchant Navy, the fishing fleet, lifeboats of the world of sailing.

There has already been a good response, unearthing some "unusual" items, but more would be welcome – the list of desirables includes silver and brass, trophies, ship's and boat's crests, paintings, books, papers, records and memoirs, personal effects, medals, uniforms, equipment and weapons, navigational instruments, fishing items, diving equipment, models, ropework, flags and unusual items.

For more details, contact Lt D. Hall at HMS Nelson on 01705 724175 (fax 01705 724607), or Capt C. Walker, KGFS, on tel/fax 01705 816508.

The KGFS is a national charity for all seafarers and their dependants in need.



● Taking aim – outgoing Lady Mayor of Bridport, Councillor Joyce Dunford, trains the 30mm gun during VIP Sea Day from Portland.

Bridport hosts VIPs

HMS BRIDPORT spent a busy weekend hosting events during her visit to her affiliated town of Bridport in Dorset.

The Sandown-class minehunter took a party of VIPs to sea – including the outgoing Lady Mayor of Bridport,

Councillor Joyce Dunford, for whom it was her final day in office.

Another guest was Lady Hill, the ship's sponsor.

The VIP party joined Bridport in Portland, and saw a demonstration of the Sandown class's unique propulsion system

and an air display by a Lynx from 815 Naval Air Squadron based at the nearby HMS Osprey.

A group of 25 members from Bridport Royal Naval Association enjoyed lunch on the ship the following day.

Bridport's rugby club took up

a football challenge on behalf of the town, paying the ship's football team in the Mayor's Challenge Cup, held by the ship since her last visit in 1995.

The match was played in front of an enthusiastic crowd of supporters, including affiliated groups such as the Sea Cadets from TS Keppel.

A reception followed the match.

The visit ended with a Families Day, when search and rescue techniques were demonstrated by the ship's Clearance Diving Element, led by PO(D) Nobby Clarke, with a Sea King from 819 Naval Air Squadron.

Busy schedule for royal visitor

A CLUTCH of new developments at HMS Raleigh kept the Duke of Edinburgh busy on a recent visit.

Prince Philip arrived at the Cornish establishment by launch, and started at the Sea Sense Training Centre at Jupiter Point, Torpoint, where he laid a foundation stone for a new project due for completion early next year.

When the new development is finished, it will provide changing, cleaning and domestic facilities for all trainees.

There will also be a purpose-built workshop to replace the Nissen huts left over from the American occupation of the site, which will allow Jupiter Point to independently maintain all its craft.

As the holder of the honorary rank of Captain General in the Royal Marines, the Duke next opened the newly-extended



● Taking note – the Duke of Edinburgh talks to a member of the Royal Marines Band.

Royal Marines Band complex.

The work, required to house a larger band, includes a recording studio, rehearsal suites, and a purpose-built rehearsal hall

named the Alford Hall after Kenneth Alford, military band composer and former Director of Music of the Plymouth Division RM Band from 1930 to 1944.

Prince Philip then went on to rename Dauntless Block, formerly the home of the Wrens, as Dolphin Block in preparation for the move of the Submarine School to HMS Raleigh at the end of the century.

The new name commemorates the original home of the Submarine Service and Submarine School in Gosport, soon to be the site of the new ti-Service Royal Defence Medical College.

The final duty for the Duke was to take the salute as Guest of Honour at Divisions, where 800 of the ship's company and trainees went on parade – which saw the appearance of the new female version of square rig.

The majority of those present on parade were new recruits, who had joined the Navy only eight weeks previously.

Duke re-opens museum

THE ROYAL Marines Museum has been officially re-opened by the Duke of Edinburgh.

In his capacity as the Captain General Royal Marines, the Duke unveiled a plaque to mark the occasion – almost 22 years to the day since he first opened the new museum in the historic Officers Mess at Eastney Barracks, Portsmouth.

The museum was founded in 1958 in the old Artillery Divisional School, which stood by the barracks main gate.

Now well into its four-phase 'Grand Design' plan, the museum boasts a hi-tech exhibition of the Royal Marines history, including a room dedicated to

the Band Service, facilities for the disabled, a new education centre and temporary exhibition areas, and corporate hospitality facilities.

All has been paid for by the museum's Heritage Appeal, which has raised more than £2.25m, including major grants from Hampshire County Council, the Bernard Sunley Foundation and the National Heritage Memorial Fund.

Among those who watched the Duke of Edinburgh unveil the plaque were the Gosport RMLI Marching Band, and members of the RM Volunteer Cadet Corps and the Landing Craft Gun and Flack Association.

Silver trophy returned to ship

A SILVER trophy rescued from a lost ship during World War II has found its way back to its rightful home.

HMS York, in the company of a Swedish warship, had won the Stockholm trophy in 1933, when a Swedish admiral presented it to the cruiser to mark a victory in a cutter race.

The cup was then competed for annually within the ship.

In 1941, at the height of the battle for Crete, HMS York was damaged, and beached in Souda Bay.

She was eventually abandoned, and it was assumed by most people that the Stockholm Trophy had been taken by the advancing Germans as a prize of war.

But one man on the ship had different ideas, and Royal Marines Colour Sergeant Fred Ogilwy – one of the party which stayed on the beached ship to operate anti-aircraft guns – grabbed the silverware before he finally abandoned the stricken cruiser.

Emigrated

The cup stayed with him throughout the war, and afterwards when he emigrated to New Zealand.

Then in 1982 the Swedish training ship Carlskrona visited New Zealand, and Fred, by now a naturalised citizen of the country, decided the trophy should be restored to the Swedes.

Last year, after some painstaking research by the secretary of the York branch of the Royal Naval Association, the trophy was located and the information passed on to the Commander Andrew Moll, commanding officer of the current HMS York, with the suggestion that the Stockholm Trophy's rightful home would be with the Type 42 destroyer.

So when the Type 23 frigate HMS Iron Duke visited Sweden the Swedish authorities presented the Royal Navy with the trophy for a second time, and the trophy was finally returned to HMS York when the two ships met up at their home port of Portsmouth.

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Athletics reaches new low

NAVY Athletics sunk to its lowest point ever at the Interservice championships in Portsmouth with neither the men or women able to field a full team.

The only bright part of a dull day which ended in torrential rain was LWPT Zoe Hambly finishing third in both the 100 and 200m - the only Navy athlete to finish in the top three all day.

The overall results were Mens: Army 169pts RAF 165pts Navy 50pts. Women: Army 154pts, RAF 123pts Navy 40pts.

Cup final

But at the Navy Athletics Cup Final at Brickfields, Plymouth, a highly talented team from CTCRM won the men's event for the sixth time in succession with 96pts.

In the field events, Mne Johnno Johnston won the hammer, shot and discus while OM Spencer-Smith (Collingwood) did a treble of high, long and triple jumps.

On the track, Lt Paul Attwood (CTCRM) had a fine double of sprint wins in the 100m and 200m as well as helping the marines to win both relays.

Mne Mark Croasdale, just back from two weeks training in the Alps, also had an impressive double, comfortably winning the 1500m and 5000m.

Two other current Navy champions, Lt Tim Wigham (BRNC) and LPT Mick Breed (Sultan) also won their respective events of 400m and 800m quite easily.

Collingwood were second with 78pts and BRNC were third with 68pts. Heron had 58, Sultan had 51 and Neptune, 38.

The Ladies event was much more closely contested. Interservices bronze medallist LWPT Zoe Hambly (Neptune) was again in a class of her own, comfortably winning the 100m and 200m events.

HMS Collingwood's WOM Schneider won the 100m hurdles, the long and triple jumps and came second in the sprints and the javelin. Lt Fisher (Osprey) was another double winner in the 400m and 800m.

The ladies team results were BRNC 71pts, Osprey and Collingwood on 65pts, Sultan on 61 and Neptune on 46pts.

On the road

Dai Roberts won the New Forest 10m in 53m 51 while Al Rich (Osprey) was 6th and 1st Veteran in the Portland 10m in 56m 48 and Claire Norsworthy (CINCFleet) was the first lady with 64m 38.

Paul Levick (Heron) was 6th in the Charmouth Gold Cap Fell Race and Martin Prince (PJHQ) won the Chagford Two Hills Race on the edge of Dartmoor and was 3rd in the Datchet Dash near Windsor.

Top flight action for the Royal Navy rally team

THE RN Rally team came third in their class after battling with top national drivers over long tarmac stretches during the Simoniz Tour of Cornwall.

PO(AC) Pete Hopkins (Capt F6) and LWTR Tracey Gates (2SL Chief of Staff) also set a top thirty time in stage 7 despite having 35 to 135 less BHP in their Skoda Felicia than many of the other cars.

Narrow escape

In July the duo drove in the Enterprise Printing National based in Swansea but disaster struck when they took off on a 90-degree bend and plunged down a bank into a water pit.

With the nose of the car at 60 degrees and two thirds under the water and the pair said that dunker training came in handy as they were forced to climb out of the windows.



CENTURIONS MAKE IT A CLOSE RUN FINAL

WHEN CPO Adams scored 121 runs for HMS Drake in the Lambs Navy Rum Cricket Cup Final he would not have expected to end up on the losing side writes Pete Catton.

In the early stages of the competition, the finalists, Drake and Dryad, had very similar games.

Drake beat Raleigh by 9 wickets, and Dryad beat Excellent by 10 wickets in the first round. Then in round two Drake beat Osprey and Dryad beat Nelson, both by one wicket. In the semis, Drake beat Heron by 6 wickets whilst Sultan, last year's holders, lost to Dryad by four.

The final match was a very close-run and tense game with both teams matching each other right up until the closing stages.

LAMBS NAVY RUM CRICKET CUP FINAL

Dryad won the toss and put Drake in. Openers, Love and Adams, started slowly but gradually increased the scoring until Love was first out in the 12th over with a score of 52.

While the bowling had been good and the fielding tight, Adams batted aggressively and picked the bad balls to hit to the boundary.

The second wicket fell in the 20th over with the score on 99. Adams continued to score heavily but wickets started to fall as the batsmen tried to increase the run rate.

Cooper and Toogood each took two wickets and Slocombe with four benefited from batsmen trying to force the pace and at the end of

their allotted 35 overs, HMS Drake were 189 for nine.

Dryad's innings closely matched Drakes. Knill scored 22 before he was first out in the twelfth over with the score at 45.

Toogood tried to force the pace and was run out by a direct throw from the boundary going for a second run with the score on 87 in the 20th over.

Bosustow battled well throughout with runs mainly coming in ones and twos. Dryad's third wicket fell on 98 bringing McKeever to the wicket and the two started to increase the scoring rate before Bosustow was run out for 104 in the 33rd over with Dryad's score at 180.

Dryad passed the Drake score with seven balls and six wickets to spare. Adams and Bosustow shared 'Man of the Match.'

RNRU kicks off with new President and Selector

ROYAL Navy Rugby Union kicks off the 97/98 season against Devon at the Rectory, Devonport, on October 29 with a new President and Selector.

Rear Admiral Jonathan Band (ACNS) heads the RNRU committee and CPO Spider Webb (Yeovilton) becomes the first-ever rating to hold the post of Selector.



A huge boost to this year's build-up programme before the traditional Twickenham show-down will be the tri-service tournament against the Australian and New Zealand Navy Senior XV's.

With a busy international programme ahead for the England XV, details of how to purchase

tickets will be released in DCIs and an early response is recommended. The Royal Navy takes on the Australians at Portsmouth on December 3rd and the Kiwis at the Rectory on December 9th.

The full list of fixtures is given on the right. Kick off time is 1900 unless otherwise stated.

Cornwall keeps Rugby Cup

HMS CORNWALL is the first ship since 1974 to retain the Midi Ships Rugby Cup, with a 25-10 win over HMS Exeter at Saltash.

Cornwall conceded two tries but LREG Steve Lofthouse kicked a penalty to leave the score 10-3 at half time.

After the break, he kicked another and converted two of three tries scored by CWEMO Gary Handly, Lt Chris Murdoch and OM James Cameron.

DATES FOR YOUR DIARY

OCTOBER 19th V Hampshire at Portsmouth, 29th V Devon at the Rectory, DECEMBER 3rd V Royal Australian Navy at Portsmouth, 9th V Royal New Zealand Navy at the Rectory, FEBRUARY 4th V Combined London Old Boys at Portsmouth (1930), 11th V the Civil Service at Duke's Meadow (1430) 18th V Cornwall at St Austell, MARCH 4th V Cambridge University at Cambridge (1915) 10th V Lydney, 17th/18th V Wasps at Sudbury, 31st V Pontypool at Pontypool, APRIL 8th V Newport at Newport, 14 Richmond at Richmond, 25th V the Army at Twickenham (1500), MAY 6 V RAF at Twickenham (1500).

The New Zealand navy take on the Royal Marines at the Rectory on November 19th, and the Australian navy on November 30th at Portsmouth.

In brief

Challenge for Rugby League

ROYAL NAVY Rugby League is continuing to build on its early success and plans a series of warm-up games before facing the GB Under 23 XIII in Portsmouth on September 17.

A game against RAF Brize Norton on August 28 should help to blood the players and help the selectors.

Another is planned for the London Broncos. The team has also been invited to the Grant Cup at RAF Bruggen, Germany, in October.

This will be the RN's first chance to take on the other Service teams and foreign opposition.

Don't forget, the inaugural match at Burnaby Road is free and there are two bars and a raffle for a signed Wigan shirt. Kick off is at 7.30pm

Canaries club

NORWICH City fans SA Rob Stephens and LA(PHOT) Neil Hall have set up a supporters club for followers of the Canaries in the RN and RM.

The 'N.F.C.Sea' is believed to be the first of its kind in the Forces.

Fans should apply for membership details to SA Rob Stephens, 2F Mess, HMS Birmingham, BFPO 228 enclosed a large SAE.

Netball tour

MALTA was the venue for this year's RN(W) Netball Association Tour with a squad of ten players playing five matches during a busy week.

The competition was of a high standard and with temperatures soaring into the 90s the team played with determination and enthusiasm but only managed two wins.

Doc called up

EX-DEVONPORT Services open side flanker PO Mike 'Doc' Cox who plays for Malone RFC was selected to play for Northern Ireland Combined Services against Ulster.

100km cycle

THE RN&RM Cycling Association came 13th in the National Team Trial Championships at Exeter.

On a windy day PO Aran Stanton, CPO Russ Forsdick (Neptune) PO Rob Wilson and Sgt Nick Harwood (RMB Chivenor) faced two laps of an undulating 50km course.

Almost 30 of the country's top teams took part and the RN Team finished in a very respectable 2 hours 31 minutes 2.

The event was won by North Wirral Velo, who boasted four internationals, in 2 hours 11 minutes 55.

KGFS success

A TOTAL of 160 golfers turned out for the KGFS Golf Day at the China Fleet Club.

Teams from as far afield as Scotland, Portsmouth and Bristol travelled to Saltash for the competition which went well despite worries about the weather.

The competition, organised by S/Lt Brian Hayes with the assistance of LPT Dave Mynett and the PT staff at HMS Drake raised £2,300 for the seafarers' charity.

Daunting task for golfers in Dorset

THERE were some fine performances from Navy golfers in the recent fixture against a strong Dorset county side played at Parkstone Golf Club writes Cdr Gary Skinns.

Although the Navy team lost the match overall by nine points to 6, the county side were on average two or three shots better on paper. This brings the results slightly more into perspective and makes some of the individual performances even more noteworthy.

Navy Champion, POPT Bill Stretton (Heron) had a resounding win in the morning foursomes partnering Cpl Joe Sharp (CTCRM) but then found his first experience of playing at the top of the singles order a daunting experience.

Bearing in mind that his opponent was a regular county first team player off scratch, his 4-3 loss was a good performance. Sharp carried his excellent form through to the afternoon and in golfing parlance 'do licenced' his opponents - a 7-6 win.

There was excellent support down the order, particularly from team captain Cdr Ian Yuill (AFPAA HQ) Lt Peter Smith (DRA Malvern) and Cpl Chris Graham (RMR Bristol.)

Mention should also be made of a stirring fight back in the foursomes by Lt Mark Taylor (FOST) and his partner Sgt Mark Whitehouse (40 Cdo RM.)

Unlikely half

The pair found themselves five down with not many more holes to play but rallied to achieve a most unlikely halved match.

The performances of WEM Alistair Westbury (HMS St Vincent) and PMA Scott Gilbert (DMTC Aldershot) were disappointing on this occasion, but night watchkeeping and final exams during the previous week probably did not help.

A much-improved Southwick Park course was the venue for this year's Navy Cup Final and it was

played in unseasonal July rain.

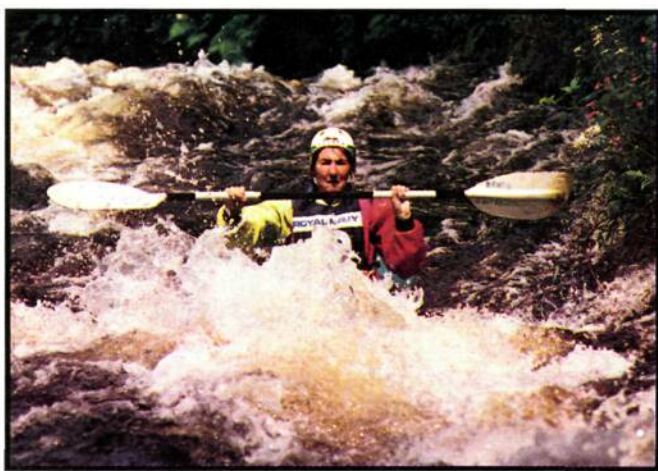
Seven teams contested the 36-hole Stableford competition and only ten points separated the first five after the morning round. But HMS Heron were one of the few sides to improve in the afternoon and went on to win comfortably from last year's victors, HMS Drake.

Individual honours went to CPO Roger Parry (HMS Heron) with a very creditable 78 points who pipped POWTR Steve Searle (Dryad) by one point.

By the time of going to press, the Royal Navy team to play in this year's interservices will have been selected. This is the premiere event of the year and the one that the whole squad strive to be picked for.

It takes place from September 22 to 25 at Formby Golf Club and any support for the team, particularly in caddying, would be most welcome. For details contact the Secretary of the Royal Navy Golf Association.

Sport



● Wren Carrie Cuss in her element. She won the ladies event for the second year running. Picture: W(PHOT) Lou Baverstock.

RAPID SUCCESS

THE DECISION to hold this year's slalom and wild water racing championships on consecutive summer days ensured an excellent turn-out.

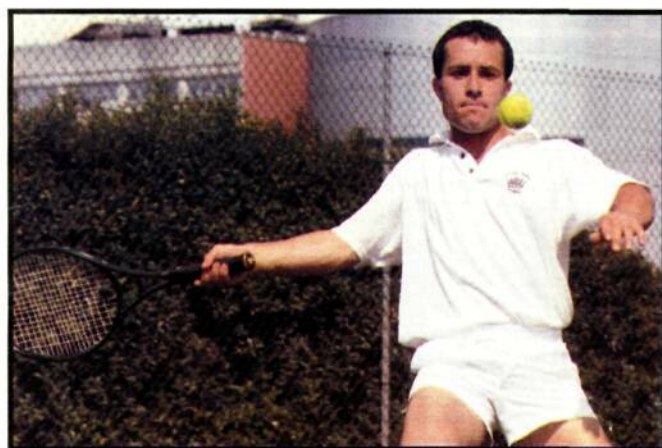
The slalom championships were held on the River Dee at Llangollen and Cpl Nick Redshaw RM proudly won the men's event for the first time.

LWEM Al Ramsey (Neptune) won the single-seat canoe trophy and the two-man canoe title went to Cpl Redshaw and Chris Barber.

The wild water championships were held near Bala and the open event and single-seat canoe titles both went to LWEM Ramsey.

The two-man event was won by Redshaw and Barber and the ladies event went to Wren Carrie Cuss (Collingwood) for the second time.

For details of slalom canoeing, call Cpl Redshaw on 9375 36320 and for wild water racing call Lt Cdr Gibson on 95371 6824.



● S/Lt Austin Coventry who shared the doubles and mixed doubles titles as well as becoming men's singles champion.

TENNIS TITLES

S/LT AUSTIN COVENTRY from Dartmouth defeated Cdr Simon Brand to take the 1997 RN Lawn Tennis Championships mens singles title in Portsmouth.

Coventry and Brand then teamed up to win the men's doubles title beating Cdr Rob Bosshardt and Lt Rob Skidmore.

Wren Maria Parr defeated PO Jeannie Bone in the ladies singles, but PO Bone teamed up with Lt Cdr Carolyn Crumplin to overcome Wren Parr and Lt Caroline Doughty to win the ladies doubles.

Major Stuart Barnes won the veterans singles and Lieutenant Commanders Nick Alves and John Rimron the doubles.

The ladies veteran doubles was won by Cdr Maggie Cole and Mrs Anne Saunders, the Mens Plate by Lt Sudhir Tailor and the Ladies Plate by Cdr Cole.

S/Lt Coventry and Wren Parr then rounded-off a most successful championships by winning the mixed doubles with Cdr and Mrs Brand runners-up.

Polo victory is fourth on the trot

THE NAVY lifted the Rundle Cup polo trophy for the fourth year running when they played the Army at Tidworth.

Prince Charles again captained the Navy team for the prestigious match, played on a brilliantly sunny day in front of 3,000 spectators.

The Navy took an early lead when a shot by the Prince was diverted by Cdr Richard Mason before HRH added two penalty goals and a spectacular cut shot through the uprights after a fast run down the length of the field.

Lt Cdr Ian Annett saved a penalty shot in mid air but the Army scored after a melee in the Navy goal mouth.

Further goals from Prince Charles, Cdr Mason and Lt Adrian Aplin made a convincing final score of 7-1, the highest winning margin for years.

Prizes were presented by the Second Sea Lord, Admiral Sir Michael Boyce and a significant amount of money was raised for INSPIRE, a charity for those suffering spinal injuries.



● The Royal Navy on the way to victory in the Rundle Cup. Prince Charles (right) was in particularly good form.

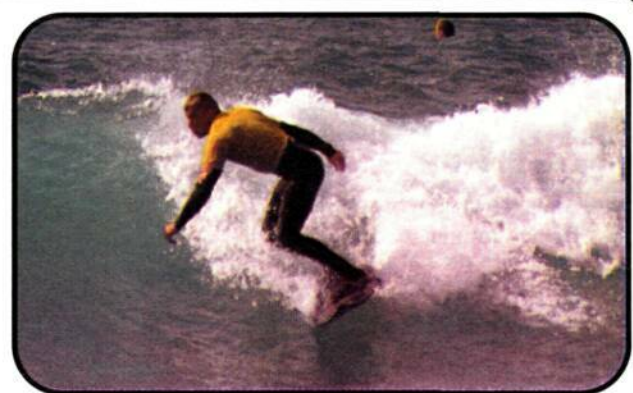
On the crest of a wave

THE RN and RM Surfing Association hosted the annual championships at Sennen Cove, near Lands End and attracted 18 competitors from across the UK.

The Open Competition winner was AEM Simon Parry (Osprey) the mini-mal winner POPT Mike Murphy (Seahawk) and the long-board winner was NA George Besford (Seahawk.)

Although surfing is not yet officially recognised by the RN/RM Sports Council, POPT Murphy is a British Surfing Association Instructor and Culdrose has wetsuits and boards suitable for beginners. If you would like to try surfing under supervision, contact him at RNAS Culdrose Sports Centre on extension 2265.

● RIGHT: Open event champion AEM Simon Parry, on the crest of a wave!



'Dinghy delight' on Isle of Wight

AFTER ten years of narrow defeats, the Royal Navy Dinghy Sailing Team won the Interservice Keelboat Championships held at Seaview on the Isle of Wight.

And victory was doubly sweet for Captain David Wines and his crew who had already won the individual Gold Cup the day before.

Testing wind conditions put a premium on good tactics and sail handling by the helmsmen and crews and the team racing was described as 'chess on water.'

But the Navy made all the right moves and in the final race against the Army, entertained spectators ashore with a tack for tack battle to a cliff-hanging finish, resulting in a win for the Navy by 19 points to 17.

The final results were: Royal Navy 2 wins, Army 1 win, RAF no wins.

Not to be outdone by the RN offshore yachtsmen competing in the Southern Cross series 'Down Under'

in the New Year, the dinghy team is looking forward to the South African Navy 75th Anniversary Challenge Regatta in Simonstown later this month.

International opposition

They will be up against teams from South Africa, Australia, New Zealand, Germany, Spain, Denmark, India and Pakistan amongst others.

While keen to cement international relations, the team say that they will be pulling out all the stops to make the traditional impression on the opposition.

Destroyer squadrons stage summer games

HMS TEMERAIRE was the venue for two Destroyer Squadron Summer Olympiads where the sailors battled it out over half a dozen different sports.

The Third Destroyer Squadron events included golf, cricket, hockey, football, squash and volleyball and earned a combined team from HMS Glasgow and HMS Birmingham first place with a total of 42 points.

The cricket produced the best results with two individual hundreds being scored in a fiercely fought competition.

HMS York, who completely dominated the squash, came joint second with HMS Edinburgh on 26pts with HMS Nottingham close behind on 24.

The crowd kept the atmosphere at fever pitch throughout the day and a BBQ ensured all the competitors and guests were well fed.

Fifth time

A few weeks later it was the turn of the Fifth Destroyer Squadron and they took full advantage of the rare spell of good weather and the

even rarer event of four squadron ships being alongside.

Sailors from HMS Cardiff, Manchester, Southampton and Newcastle took each other on at volleyball, rounders, softball and football amongst other games.

The final event was a 4x100m relay which saw the four COs racing the final leg, with Cdr David Halliday of HMS Manchester leading his team home.

Manchester was the overall winner and Cdr Halliday was presented with a trophy by the Captain of the Fifth Destroyer Squadron, Captain Hugh Edleston.

Both squadrons put the success of the olympiads down to the hard work of their PTIs.



● LS Hindle of HMS Manchester, the eventual winner of the 5th Destroyer Squadron's Olympiad at HMS Temeraire, hits out for a home run in the softball competition while sporting the latest trendy head gear.

Ironman challenge

IN TYPICAL Canary Island heat and ferocious wind, three Royal Marines from CTCRM took on the 3.8km swim, 180km bike ride and 42km run Ironman challenge.

Cpl Chris Ray, Mne Colby Kneale and Cpl Paul Timmons joined 600 other honed athletes in one of triathlon's severest tests.

The winner completed the course in just over nine hours. The RM times were: Mne Kneale 10:21:11 (2nd Brit, 40th overall) Cpl Ray 10:40:53 (3rd Brit, 58th overall) and Cpl Timmons 11:04:04 (7th Brit, 85th overall.)

Lt Cdr Peter Walker finished the Nice Triathlon 4km swim, 100km bike ride and 30km run in 6:56:56 and Mne Mark Ball has qualified for the Hawaii Ironman World Championship next month after finishing the Ironman Europe, his first, in 9 hours 21.

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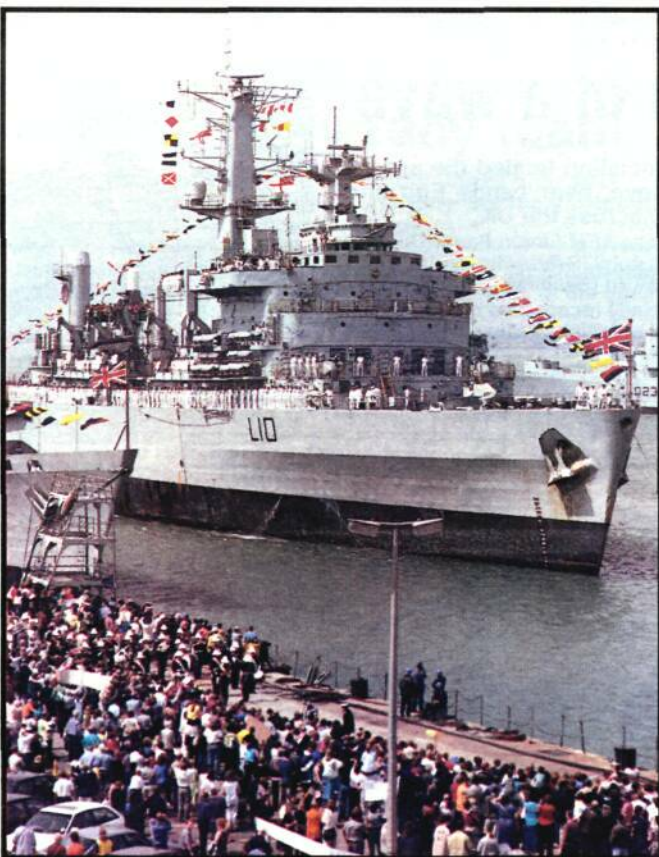
Big welcome home for global task group ships

Ocean Wave rolls ashore

Anglesey saves two on Atlantic boat voyage

Canadian skipper Ian Jackson, who was sailing from New York to Cornwall with his seven-year-old grandson Christopher, managed to stabilise his vessel and continue under engine power. But it was two days before a French fisherman spotted his damaged vessel and raised the alarm.

■ Full report and pictures in next month's *Navy News*.



● Assault ship HMS Fearless, one of the first warships to return from the seven-month Ocean Wave deployment, enters Portsmouth to a rousing reception.

Picture: LA(PHOT) Richard Thompson, FPU.

Ship firefighters win praise over Cattistock blaze

Once the fires were out, Cattistock was towed to Portsmouth by the Danish minelayer Falster. It is believed that repairs to the damaged ship will take weeks.



Britannia's last holiday

A Ministry of Defence spokesman told *Navy News* that the proposal to overhaul her for 20-30 years further service could not be rejected out of hand and therefore was being studied. However, he stressed that decommissioning plans had not changed.

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All the pieces of the puzzle

Early in our married life, once we had managed to purchase a flat with occasional mould on the bathroom walls, my husband and I scoured the papers for the bargain car, writes *Deborah Forbes, Head of Queen Anne's School, Caversham.*

All too rapidly we learnt that 'good runner' meant 'you may just manage to drive it back home'; and 'low mileage' meant 'it's been round the clock at least once before'.

Now, many years on, I hope we've become a little better at choosing both houses and cars, achieving (with only a little regret) the balance between what we would really like and what we can actually afford.

The lessons we learned the hard way are that you get what you pay for, you need expert advice and, even so, you can be dead unlucky.

So why am I reminiscing about the property and vehicle element of my family history, when I am supposed to be writing about choosing schools?

Well, there are similarities: buying your child's education is going to cost you a great deal of money. You are investing in your child's future, you want quality and flexibility. But you can be unlucky, too – you can make a mistake.

The big difference lies in the fact that you are not dealing with Cotswold stone or power steering but with your child, in whom you have already invested love, care, tenderness and hope.

If you can change your car every two years, you can relish the brand new, gleaming luxury – but if you change your child's school that often, the results may be costly to the family in more than cash terms.

At the same time as we perused the columns of the newspaper, we entered competitions to win new cars. I was always a sucker for the ones where you have to rank features in order of importance, using the rating scale A to J – fuel injection, synchromeshed gears, leather upholstery, spacious boot and so on.

And now I really am getting to the point – make your own list of priorities in choosing a school.

After all, you must know what you do or don't like about the primary or prep school your child currently attends. You must have some idea of his or her abilities and aptitudes. You must be able to identify facilities and opportunities that you would like to be available to your son or daughter, even if you choose the school for the state-of-the-art chemistry labs and the determined child spends its life in the Art block, having developed an allergic reaction to all commonly used chemicals.

Seriously, list your criteria. Then phone for prospectuses, consult the head teacher and go to Open Days. Six schools are quite enough (you don't test drive every car on the forecourt!) but start in good time if you can, generally two years before the move.

When you can narrow your choice down to two or three, make an appointment to see the Head. I always respect the parents who bring out a list of questions to ask me and never mind how searching or how simple they are. remember, you are the customer and you are making a crucial decision.

Nowadays, most independent schools are going to offer similar facilities, although there will be minor differences. Whether the school has an indoor heated swimming pool or an impressive new sports hall may or may not be important to you.

I could give you heaps of advice on what to look for, how to interpret league tables and what to ask the current pupils, but I won't. If you do your preparation carefully, you will find all the answers you need. After all, you only have to match what the school offers with what you want for your child.

My advice to parents is always to ask themselves, 'Can I imagine my daughter here?' (mine is a girls' school). 'Do I want her to be like the girls I have met here? Would she make friends with them? Can I picture her being happy here?'

If the answer is solidly 'yes', you're probably right. But don't forget to go back for one last survey. A final test drive.



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It is not unusual to find Mrs Deborah Forbes Headmistress of Queen Annes, in her study holding an informal discussion with several of her sixth form pupils



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Overseas, it provides a first class system of schools and educational support services. There are currently SCE schools in Belgium, Germany, the Netherlands, Sardinia, Cyprus, Gibraltar, Brunei, Naples, Denmark, the Falklands and Belize.

In particular, its careers guidance service is as available to pupils attending or who have attended independent schools or UK LEA schools, as it is to pupils in schools it maintains itself.

It operates in accordance with sound UK practice including the delivery of the National Curriculum. Its schools are supported by the Child Guidance and Careers Guidance services.

Teachers in SCE schools must have recognised UK professional qualifications and 80 per cent of them are recruited specially from the UK. The rest are recruited locally, being dependants of service personnel and other civilians – but the requirement for professional qualifications and the duties placed on these teachers are the same as for UK-based staff.

SCE examination results place it among the leading education authorities in the UK. Reports by the Office for Standards in Education, who provide an independent inspection service for its schools, have been consistently good for a number of years. SCE also has its own internal inspection advisory service which provides extensive and varied in-service training facilities to ensure that its schools are up to date with UK developments.

For those about to be posted abroad or about to return to the UK there are advisory services to help with placement of children in UK boarding schools or schools overseas. This part of the organisation also provides assistance and advice to parents with children with special educational needs and can also assist service personnel with problems they may encounter on resettling their children into UK schools on their return from abroad.

Except for very small isolated detachments, primary schools are established in all overseas commands. All secondary schools are run on comprehensive lines.

Transfer from primary to secondary schools is usually at age 11, although in some areas children will transfer at age 8 or 9 from a first school to a middle school and again into a secondary school at age 13. In Gibraltar, St Christopher's School caters for children aged 5 yrs to 12 yrs.

"Our aim is that postings abroad should not hinder a child's educational development in any way, so our schools replicate as closely as possible what's going on in the UK," SCE Chief Executive David Wadsworth told *Navy News*.

"We try to give an opportunity for children to learn something of the host nation language and culture – but the main advantage is that they are getting a British education."

"We follow the British/Welsh National Curriculum as closely as possible so that tomorrow, if you get posted back to the UK, your children will have no interruption in their schooling."

One of the greatest challenges to our teachers is the frequency with which numbers change. They will turn over around 30 per cent of their population in any one year.

"For that reason we have had a long-running argument with the people who give us the funds that we do need a more generous pupil-teacher ratio. Thus far that is an argument that has prevailed – and long may it do so."

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SATURDAY 4TH OCTOBER 10.00am - 12 NOON

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PO5 2PE
01705 862747

TRINITY SCHOOL

BOARDING AND DAY SCHOOL
FOR BOYS AND GIRLS
PREPARATORY 3-11 SENIOR 11-18

- A well disciplined friendly, caring environment with individual attention
- Excellent academic opportunities
- Over 30 extra curricular activities
- Christian Ethos
- 14 Advanced Level subjects plus NVQ and GNVQ offered
- One residential member of staff for every 10 boarders
- Bursaries available for service children

For further details please contact Mrs Collins 01626 774138

TRINITY SCHOOL
BUCKERIDGE ROAD • TEIGNMOUTH • DEVON • TQ14 8LY
TEL (01626) 774138

Trinity School is a charitable institute for the education of children
Member of ISA - Reg. Charity No 276960 - Accredited by ISJC

QUEEN VICTORIA SCHOOL

Set in 45 acres of beautiful Perthshire countryside

- ✦ Stable and uninterrupted co-educational boarding for 11 - 18 year olds;
- ✦ Quality education including school clothing at low cost - termly fees £150;
- ✦ Overall pupil teacher ratio 8.5 to 1; total School Roll 270;
- ✦ Eligibility includes children of Service personnel, serving or have served in Scotland;
- ✦ Warm, friendly, lively atmosphere where pastoral care takes high priority;
- ✦ School hospital and resident Sister;
- ✦ Full range of curriculum following the Scottish Education system;
- ✦ Extensive programme of sport, music and extra-curricular activities;
- ✦ Easily accessible by road, rail or air.

Visits to the School are welcome at any time.
For prospectus and further information or an appointment,

THE HEADMASTER
QUEEN VICTORIA SCHOOL
DUNBLANE, PERTHSHIRE.
FK15 0JY

Tel: 0131 310 2901
Or: 01786 822288
Fax: 0131 310 2926

Newlands
An education for life
Day & boarding for girls and boys 2 1/2 - 18 years

- * Fees in line with the BSA
- * A high percentage of FORCES boarders
- * One 21 acre campus
- * High academic standards
- ISA 1996 Best GCSE Results
- * Quality art, drama & music
- * Strong sporting tradition
- * Our DYSLEXIA Centre offers specialist teaching
- * Supportive caring family atmosphere

Travel and escort arrangements include airports, Fareham, Romsey, Aldershot, Maidstone and Victoria Station.
Tel: Susan on (01323) 490000
for a brochure or to arrange a visit. Fax (01323) 898420

Newlands School, Eastbourne Road, Seaford, E. Sussex, BN25 4NP
Newlands provides education for boys & girls. Reg. Charity No. 297606

ROYAL ALEXANDRA & ALBERT SCHOOL
Smaller Classes. Better Facilities. Quality Teaching.

OPEN MORNING
SATURDAY 4th OCTOBER 10.00 am - 12 noon

Come and see us. Meet staff and join guided tours of the teaching and boarding facilities.

- * We are a voluntary aided state boarding school with places for boys and girls aged 8 to 18
- * Tuition is free - parents pay only for boarding
- * We are very experienced in the needs of Service and expatriate families
- * Homely facilities in modern boarding houses
- * Close to M25, Gatwick & Heathrow

For further information please telephone (01737) 643052
Gatton Park, Reigate, Surrey RH2 0TD
Patron: Her Majesty the Queen Charity No. 311945

GORDON'S SCHOOL
WOKING, SURREY
PATRON - HER MAJESTY THE QUEEN

OPEN MORNING
10.00 - 12.00
Saturday 4th October 1997

Gordon's is a Grant Maintained, co-educational school with 400 boarders and day pupils. We have a very strong emphasis on hard work, traditional values, academic success and high expectations.

Our strength is in developing personality, character and confidence to cope with the modern world.

- A small family school where the individual matters
- An excellent standard of education in a demanding but happy and friendly environment
- Average class size is 18
- Extra tuition and extension classes for key subjects
- Over 32 clubs and societies
- Superb boarding facilities situated in fifty acres of parkland with indoor swimming pool
- Easily accessible from London, Heathrow and Gatwick
- As a Grant Maintained School there are no tuition fees, parents pay only the boarding fee which is well within the Forces allowances.

For further information and a prospectus, please contact the Headmaster, Gordon's School, West End, Woking, Surrey GU24 9PT
Tel: 01276 858084.

Gordon's School is a registered Charity which exists to provide education for children. Registered Charity No. 312092

DOUBLE WHAMMY OF THE LITTLE EXTRAS . . .

Finance – facing the future on two fronts

We all want the same thing – to give our children the very best start in life, writes *Philip Radford*, an Independent Financial Adviser with an office in the Fleet Accommodation Centre at HMS Drake.

I understand the daily pressures which Service families face, having spent the past eight years working with and for the Armed Forces in the UK and in Germany.

Royal Navy families face the real prospect of having to pay for education, perhaps on two fronts. Those who choose to board their children at school will require funds over and above the Boarding School Allowance (BSA). Those whose children plan to go into higher education will be concerned with the Government's intention to charge tuition fees.

Saving up to help meet these costs, however remote that possibility may seem now, will require a disciplined approach. If people like me can make it less of a financial worry for people when the time comes, by helping them to make realistic plans now, we will have done a good job.

It's a myth that most parents are able to meet the full cost of educating their children from savings or inheritances. Life isn't like that. It's more likely to come from hard-earned, after tax income!

The BSA helps enormously (at least up to 'A' levels), however you still need to find ten per cent of fees yourself plus all the extras – school trips, excursions, field studies, music lessons, dancing, shoe repairs and so on.

Many wives go out to work simply to help fund these 'extras'. £750 a term is not uncommon. Common sense and good independent financial advice is needed. Savings need to be targeted and should be both sufficiently flexible and tax-efficient to take account of future inflationary pressures.

● There is no one correct answer to school fees funding – but there are many possibilities. In forward planning, Personal Equity Plans, Endowments, Investment Bonds, Managed Funds, National Savings, TESSAs and annuities all have a part to play and are covered by such as the ISIS New Perspective range of plans.

Then there are 'draw down' facilities for immediate funding, where the total borrowing need not be taken up at the outset – each time you draw money, the amount is added to the balance outstanding. Banks offer schemes – and some companies, such as Holmwoods Termtime Credit, specialise in termly fees paid monthly.



THE ROYAL SCHOOL HASLEMERE, SURREY

BOARDING AND DAY SCHOOL
FOR GIRLS AGED 4 TO 18 YEARS

- Boarding from 7 years in excellent facilities
- Easy reach of London and main airports
- Excellent academic results
- Scholarships available
- Wide extra-curricular programme
- Service bursaries offered

Tel: 01428 605407 FAX: 01428 607451

* The Royal School provides an outstanding education for girls (Registered Charity No. 312060)

Sir Roger Manwood's School

Sandwich, Kent CT13 9JX

Tel: (01304) 613286 Fax: (01304) 615336

Grant Maintained Mixed Grammar School
11-18 (680 pupils) 6th Form (170 pupils)

Founded 1563

BOARDING FEES £4,734 PER YEAR ~ NO TUITION FEES
ENTRANCE BY EXAMINATION

Featured in Sunday Times Good State School Guide

- Applications for boarding places should be made now
- Strong extra-curricular tradition - Safe environment

Close to Sandwich Station for trains to London and Dover for
Cross-Channel Ferry Services

Full details and prospectus may be obtained by writing, telephoning or by fax to the Headmaster

ST DUNSTAN'S ABBEY SCHOOL PLYMOUTH

DAY AND BOARDING SCHOOL FOR GIRLS 2½ – 18



- ★ High Academic Standard
- ★ Dyslexia Unit
- ★ Drama A Speciality
- ★ Single Bedrooms

Telephone for a prospectus: 01752 201350

A Charity providing quality education for children.
Registered Charity number 306736

ST JOHN'S SCHOOL SIDMOUTH

THE flexible boarding school
(ideal for the busy family)

"Among the best in the UK providing benchmarks of excellence"

(The Sunday Times)

SCHOLARSHIPS FOR SERVICE FAMILIES AVAILABLE

Write or ring for further information to:

St John's School, Broadway, Sidmouth Devon ex10 8RG.

Tel 01395 513984

St John's is a charity no. 274864 and exists to provide education for children.

FINBOROUGH SCHOOL

Independent Boarding and Day School for boys and girls aged 2 to 18 years

Boarding places are available for
GNVQ in the sixth form

"Not everyone is suited to the traditional A-level route to further his/her education. Why not talk to us about our 1 and 2 year GNVQ courses."

Apply for prospectus:

The Admissions Officer,

The Hall, Gt Finborough, Stowmarket, Suffolk IP14 3EF

Tel: 01449 773600 Fax: 01449 773601

Thornlow School

WEYMOUTH (☎ 01305 782977)

CO-EDUCATIONAL DAY AND BOARDING
SCHOOL
Pupils 4-16 years

- ★ Small classes and individual encouragement
- ★ Excellent GCSE results
- ★ Broad curriculum including separate Sciences and Dyslexic support
- ★ 25m indoor heated swimming pool
- ★ Forces-fees closely aligned to BSA
- ★ Accommodation refurbished in 1995
- ★ Good pastoral care and happy family atmosphere
- ★ ACF unit
- ★ Range of sporting activities including judo, sailing, canoeing
- ★ Escorts to Airports
- ★ Transport available with stops en route to Camberley, Surrey

Write or telephone the Secretary for Prospectus (SH6):
Buxton Road, Weymouth, Dorset DT4 9PR

BOYS & GIRLS 3-18
Day & Boarding

1947
1991

EMBLEY PARK SCHOOL

The "Value Added"

renowned for maximising potential

Romsey

Hampshire SO51 6ZE

Tel: 01794 512206

Fax: 01794 518737

Registered Charity existing
to educate children



SEAFORD COLLEGE NOW FULLY CO-EDUCATIONAL

Boarding, Weekly Boarding and Day, ages 11-18

Girls boarding from September 1997

Open Mornings: Saturday October 4th
and November 15th, 9-11am

SCHOLARSHIPS available at 11+, 13+ and in the 6th Form

- * Wide range of GCSE and A level subjects
- * GNVQ National Advanced Diploma Course in Business
- * Large and successful Art, Design and Technology Centre
- * Outstanding sporting record - International Boys Choir

Write or telephone for a prospectus to: SEAFORD COLLEGE,
FREEPOST G1 3402, Petworth, West Sussex GU28 0BR
Tel: 01798 867392 Fax: 01798 867606

Seaford College is part of the Johnson Trust Ltd which exists to provide education for children
(Charity No. 277439)

GREAT BALLARD SCHOOL

Co-educational IAPS School (2-13)
Day and Boarding (full and weekly)

TOP FOR ALL ROUND EDUCATION



- Full range of evening clubs and weekend outings
- Wonderful setting - small classes
- Many new facilities
- High academic standards
- Forces discount given
- Scholarships for Academic studies, Music, Art, Drama & Sport

For further details please contact:

Maureen Williams
Great Ballard School
between Chichester and Arundel
TEL: (01243) 814236 FAX: (814586)



St. Lawrence College Ramsgate, Kent, CT11 7AE

Boys and girls 3 -18 years ~ Day and Boarding
IAPS HMC ISIS

Church of England Foundation 1879

- High Examination Pass Rates for University Entrance
- Exceptional facilities
- Close Pastoral Care

GENEROUS FEES PACKAGE FOR
SERVICE FAMILIES.
SERVICE BOARDING ALLOWANCE
PLUS 10% OF MAIN FEES

For further details, please contact:
The Bursar, Lt. Col. FA Lea MC

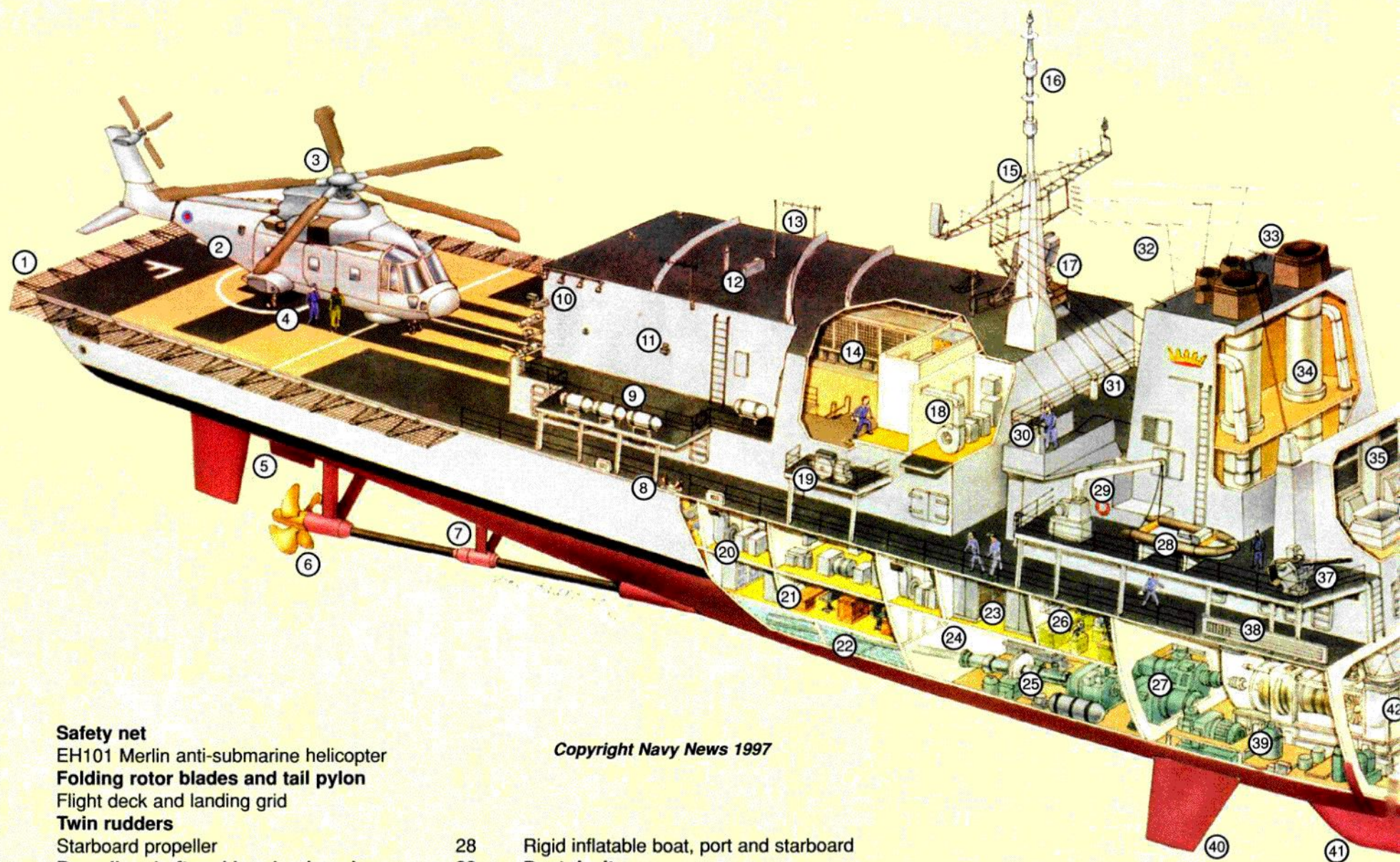
Tel: (01843) 592680 Fax: (01843) 851123

St. Lawrence College exists to provide education for children
Charity number 307921

This is a spacer page to allow the following cutaways to appear correctly, just click on to the next page



INSIDE THE TYPE 23



Copyright Navy News 1997

- 1 Safety net
- 2 EH101 Merlin anti-submarine helicopter
- 3 Folding rotor blades and tail pylon
- 4 Flight deck and landing grid
- 5 Twin rudders
- 6 Starboard propeller
- 7 Propeller shaft and bearing housings
- 8 Aft mooring bollards
- 9 Life raft stowage
- 10 Flight deck lighting
- 11 Emergency position beacon
- 12 Pilotage position
- 13 Portable television antennae
- 14 Hangar
- 15 Mainmast
- 16 UHF antennae
- 17 Aft Seawolf tracker
- 18 Hangar deck air treatment unit
- 19 Aft refuelling-at-sea winch
- 20 Air treatment unit
- 21 Technical office and information centre
- 22 Aft fuel tanks
- 23 Ship control centre
- 24 Motor gear room
- 25 Propeller shaft disc brake
- 26 Workshop
- 27 Starboard main reduction gearbox

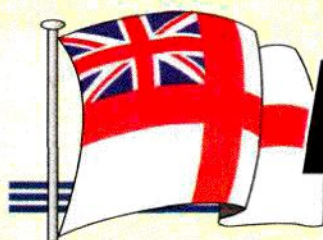
- 28 Rigid inflatable boat, port and starboard
- 29 Boat davit
- 30 Director sight
- 31 Magnetic compass
- 32 Communications antenna cables
- 33 Exhaust vents
- 34 Main engine and gas turbine room venting exhausts
- 35 Intake filters
- 36 Main engine intake plenum
- 37 30mm cannon, port and starboard
- 38 Accommodation ladder stowage
- 39 Gas turbine room
- 40 Stabiliser
- 41 Hull stabilising strake
- 42 Twin Rolls Royce Spey gas turbine main engines
- 43 Forward auxiliary machinery room
- 44 Twin diesel generators
- 45 Operations room annex
- 46 Sonar display room, operations room to port
- 47 Main communications office

- 48 Scrambling net
- 49 Forward life raft stowage
- 50 Refuelling-at-sea reception rig
- 51 380mm signal projector, port and starboard
- 52 SCOT antenna, port and starboard
- 53 Diesel generator exhaust shroud
- 54 Foremast
- 55 Antenna pantograph
- 56 ESM antennae
- 57 Search radar
- 58 Wind speed and direction anemometer
- 59 Navigation radar
- 60 Forward Seawolf tracker
- 61 Electronic warfare office
- 62 Forward tracker office
- 63 Seagat launcher
- 64 254mm signal projector, port and starboard

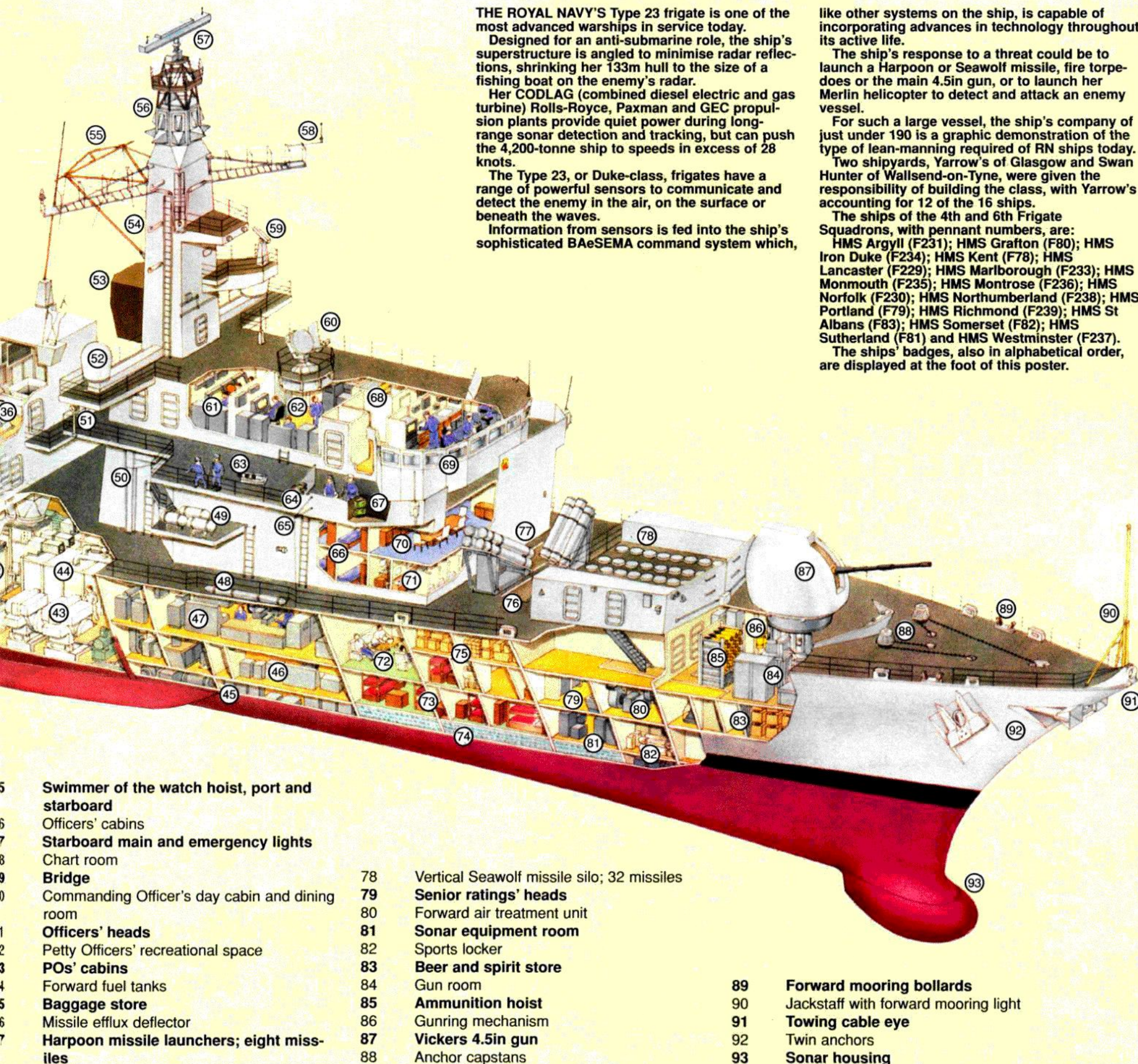
Ships' badges of the 4th (Portsmouth) and 6th (Devonport) Flotillas



FRIGATE



Navy News



THE ROYAL NAVY'S Type 23 frigate is one of the most advanced warships in service today. Designed for an anti-submarine role, the ship's superstructure is angled to minimise radar reflections, shrinking her 133m hull to the size of a fishing boat on the enemy's radar. Her CODLAG (combined diesel electric and gas turbine) Rolls-Royce, Paxman and GEC propulsion plants provide quiet power during long-range sonar detection and tracking, but can push the 4,200-tonne ship to speeds in excess of 28 knots. The Type 23, or Duke-class, frigates have a range of powerful sensors to communicate and detect the enemy in the air, on the surface or beneath the waves. Information from sensors is fed into the ship's sophisticated BAeSEMA command system which,

like other systems on the ship, is capable of incorporating advances in technology throughout its active life. The ship's response to a threat could be to launch a Harpoon or Seawolf missile, fire torpedoes or the main 4.5in gun, or to launch her Merlin helicopter to detect and attack an enemy vessel. For such a large vessel, the ship's company of just under 190 is a graphic demonstration of the type of lean-manning required of RN ships today. Two shipyards, Yarrow's of Glasgow and Swan Hunter of Wallsend-on-Tyne, were given the responsibility of building the class, with Yarrow's accounting for 12 of the 16 ships. The ships of the 4th and 6th Frigate Squadrons, with pennant numbers, are: HMS Argyll (F231); HMS Grafton (F80); HMS Iron Duke (F234); HMS Kent (F78); HMS Lancaster (F229); HMS Marlborough (F233); HMS Monmouth (F235); HMS Montrose (F236); HMS Norfolk (F230); HMS Northumberland (F238); HMS Portland (F79); HMS Richmond (F239); HMS St Albans (F83); HMS Somerset (F82); HMS Sutherland (F81) and HMS Westminster (F237). The ships' badges, also in alphabetical order, are displayed at the foot of this poster.

- Swimmer of the watch hoist, port and starboard
- Officers' cabins
- Starboard main and emergency lights
- Chart room
- Bridge
- Commanding Officer's day cabin and dining room
- Officers' heads
- Petty Officers' recreational space
- POs' cabins
- Forward fuel tanks
- Baggage store
- Missile efflux deflector
- Harpoon missile launchers; eight missiles

- 78 Vertical Seawolf missile silo; 32 missiles
- 79 Senior ratings' heads
- 80 Forward air treatment unit
- 81 Sonar equipment room
- 82 Sports locker
- 83 Beer and spirit store
- 84 Gun room
- 85 Ammunition hoist
- 86 Gunring mechanism
- 87 Vickers 4.5in gun
- 88 Anchor capstans

- 89 Forward mooring bollards
- 90 Jackstaff with forward mooring light
- 91 Towing cable eye
- 92 Twin anchors
- 93 Sonar housing

Import) Frigate Squadrons

